N.W.P.R.R.
M.W. So.Div.

1915
T-27

TRANSIT BOOK

N. W. P. R. R. CO.

14.113.0127

T-27. May 22, 1915.

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16 Hubs
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34°41
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34 41

55°12

87°51
34°41
57°24

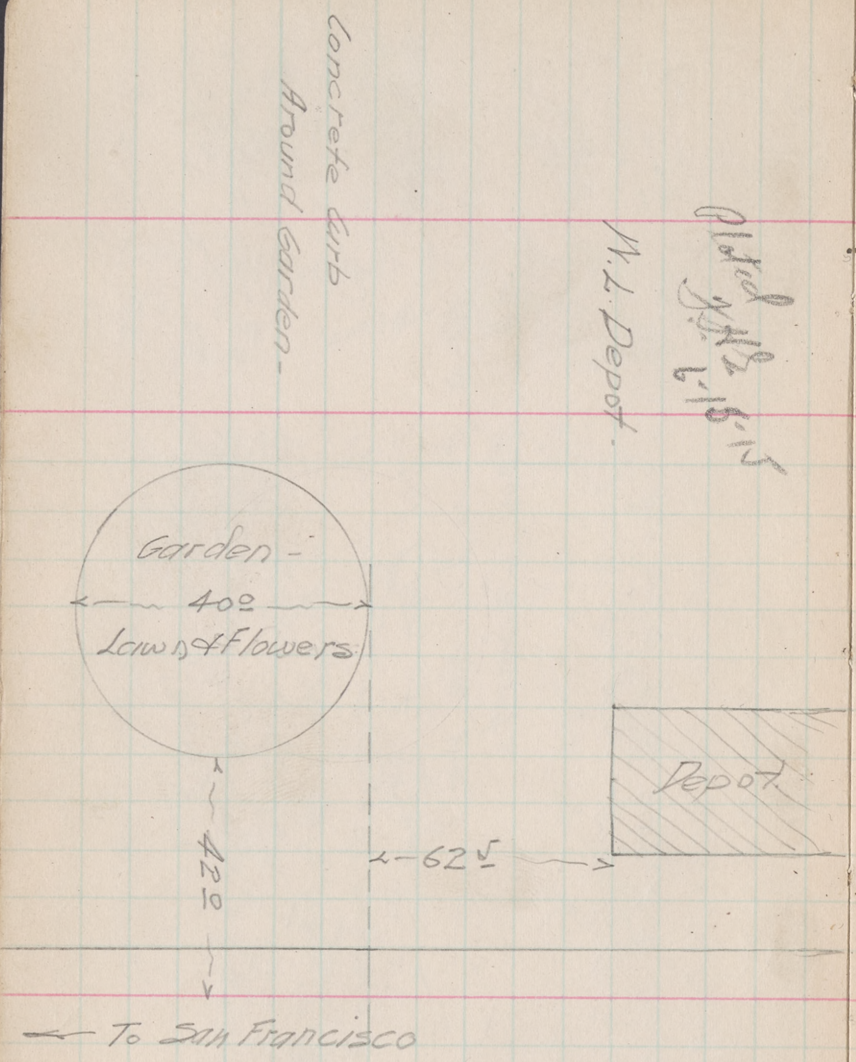
178°116
1 60

179°56

Preston	27	Levels at 88c ✓	7-28-15
Forestville	28-32	Data for Proposed Road Changes- ✓	9-27-15
Mirabel Park-	33-36	" " " " " ✓	9-28-15
Rionido East-	37-38	Data For Installation of Gates- ✓	9-28-15
Rionido Guerneville	39-40	Fence Encroachments- ✓	9-28-15
Windsor	41-42	Property Ties ✓	10-28-15
RIONIDO-GUERNEVILLE	43-44	Road, Fence & Pole Data- ✓	11-3-15
" "	46	X-Sections East of Rionido ✓	11-3-15
San Rafael.	47-48	Culvert Data At 4th St & West End Ave- ✓	11-6-15
Monte Rio	49	Cutoff Grades - Trestles #74 "A" & "B" ✓	11-8-15
Cape Horn	51	Derailment - Levels ✓	
Green Brae	52-56	STATION Plan Data (Accident) ✓	1/3/16
Tunnell #3	57-58	Location Signals Etc, (") ✓	1/3/16
Kentfield	59-60	XSections along Prop. Spur ✓	1/7/16
"	62-64	Data in Vicinity of Prop Spur ✓	1/7/16

- INDEX - T. 27

Location	Page	Description	Date Notes Were taken
Ignacio -	1-a	Location New Garden & Concrete Curb	6-3-15
VINEBURG	2-5	Fence Lines East & West Re-County Road -	6-4-15
McGill -	6	Location New Stock Chute, Freight Plat. & Ballast Data -	6-4-15
MILANI	7-8	Pipe Lines, Drainage & Clearances to Sebastiani Winery	6-4-15
Corte Madera	9	Floor Plan of Depot	6-5-15
" "	10-a	New Dance Hall	6-5-15
" "	10	New Calverts	6-5-15
" "	11 -	Additional Dance Hall Data	7-22-15
Tiburon	12-15	Traverse Line Hilarita Water Supply	
"	16	Levels from Hilarita Tank to Rd. Ho. Tank	
"	18-20	" on Line Sta. 0+00 to 25+00 Water Supply	
"	21-22	" " "A" Line H_2O Supply.	
San Francisco	25 26	Copy of Deed From E.W. & S.M. Wright.	



- IGNACIO -

Location of New Garden & Conc. Curb-

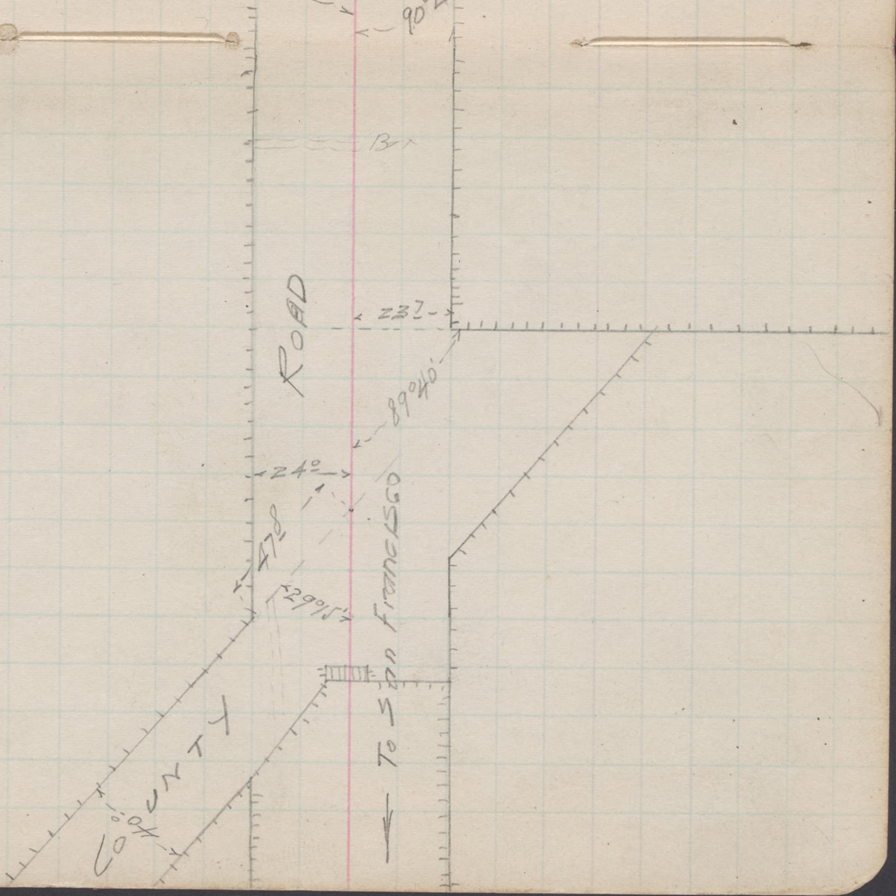
W.T.R. W.J.A.

6-3-15

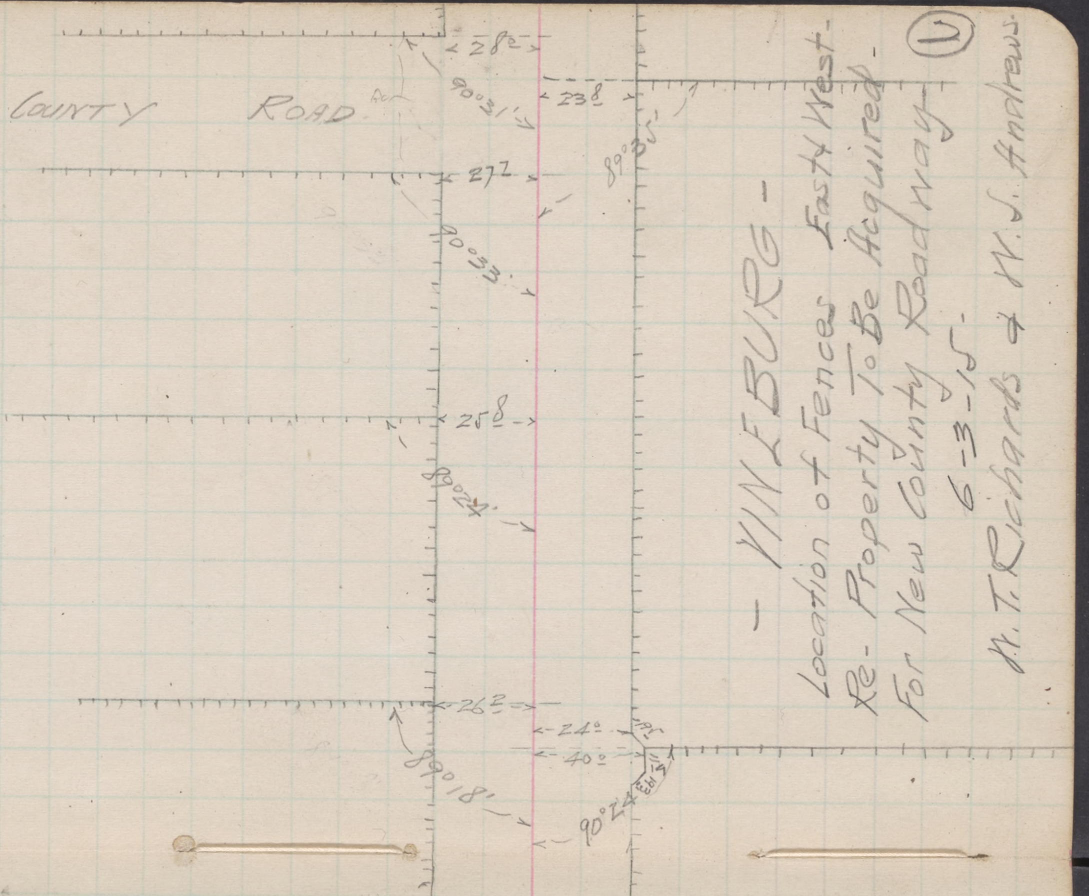
879+32.7 Fence Line

77+12.3 P.I. Fence Line

+32.6 E.L. Cat. Gu. 41-6
876+25.0 W.L. " " " " Wing Fence-



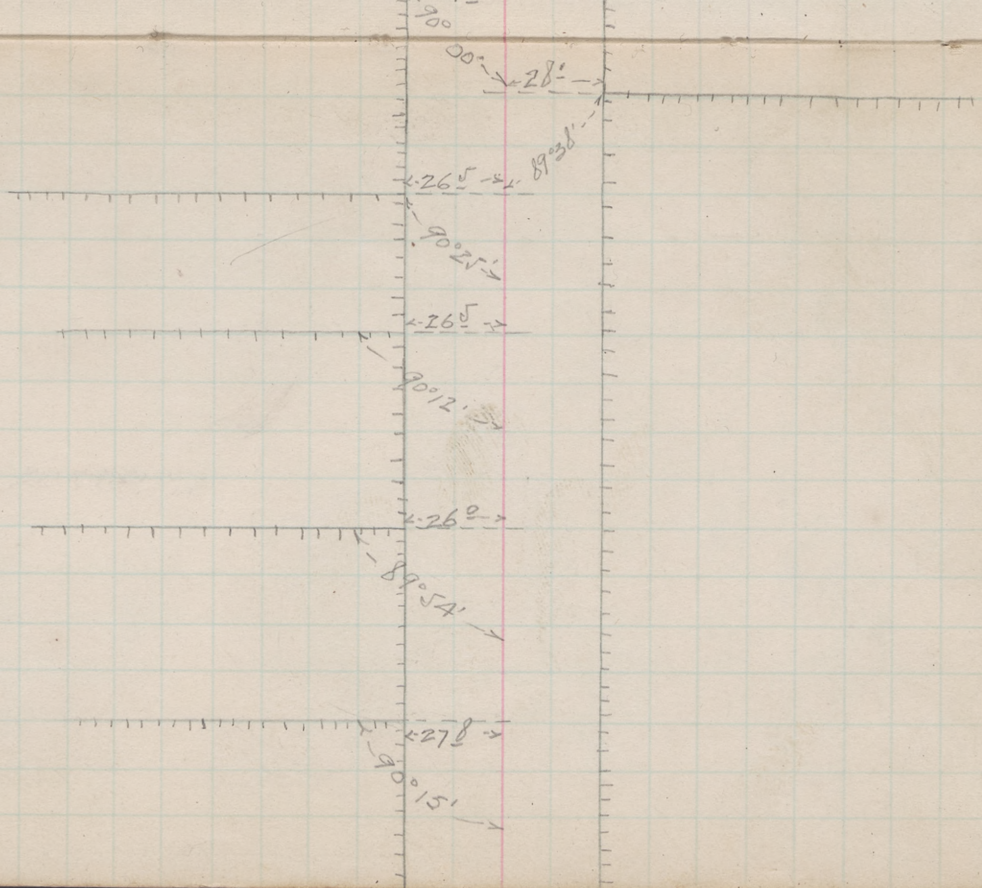
896 + 63 N	Fence Line
896 + 49 6	Fence Line
896 + 10 7	Fence Line -
887 + 64 3	Fence Line -
884 + 85 30	Fence Line
884 + 66 45	Fence Line -



- VINEBURG -
Location of Fences East & West -
Re- Property To Be Acquired -
For New County Roadway -
6-3-15 -
N. T. Richards & N. S. Andrews

(V)

907+68.8	Fence Line -
907+06.1	Fence Line -
906+21.65	Fence Line -
904+09.0	Fence Line -
902+51.0	Fence Line -



918+72.3 E.L. Porch

918+27.5 E.E. Fence-

916+36.6 W.E. of Fence-

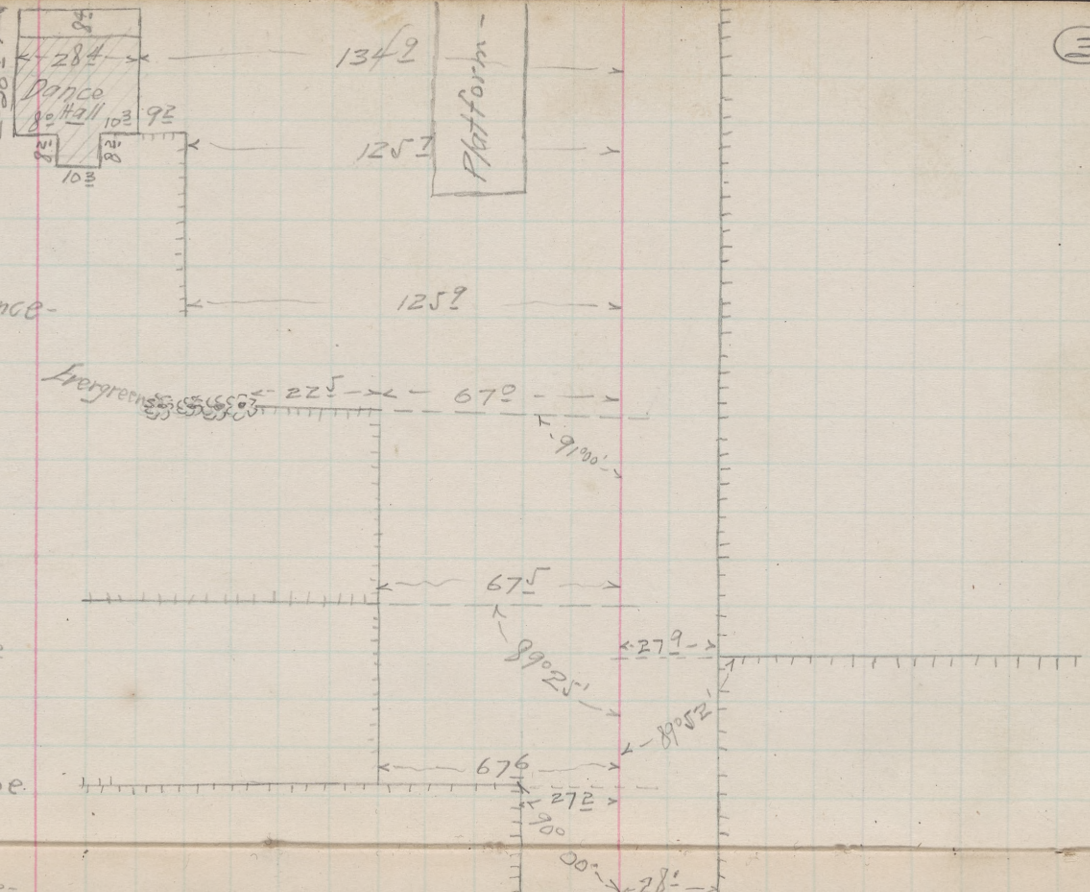
916+21.6 Fence-

913+75.7

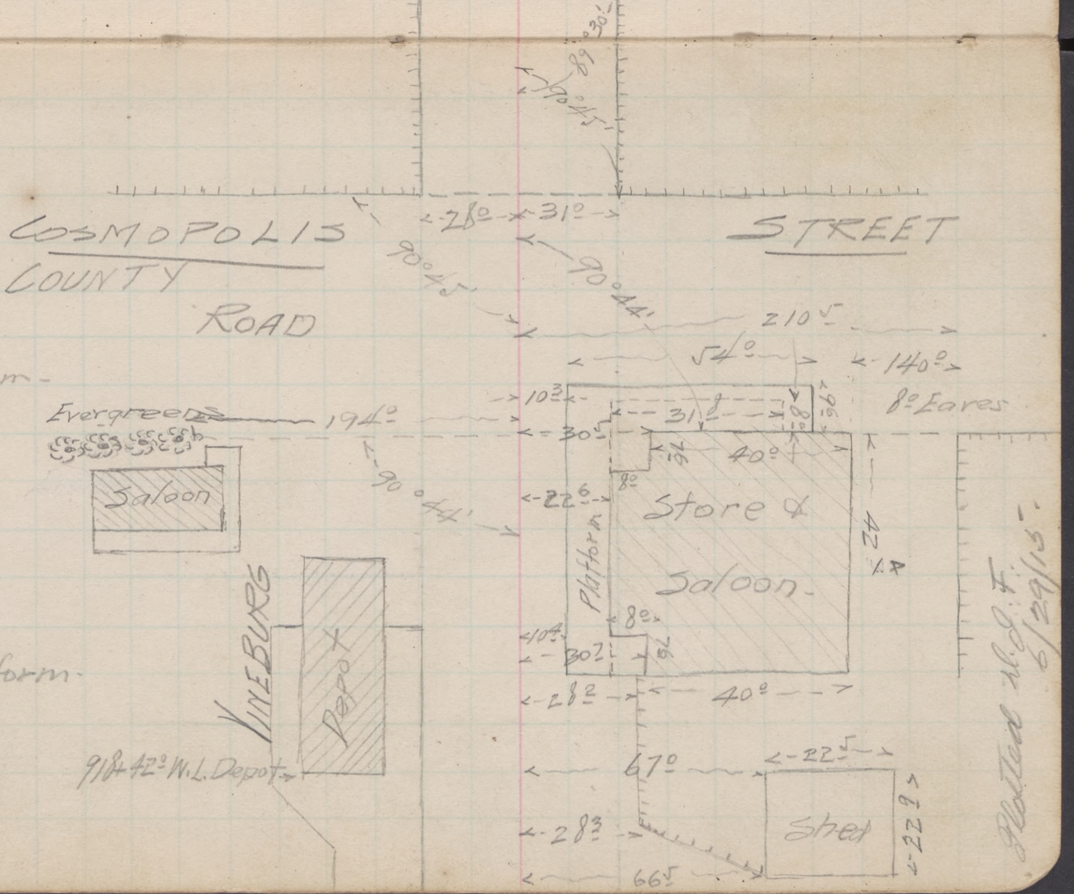
913+70.6 Fence Line

908+25.1 Fence Line.

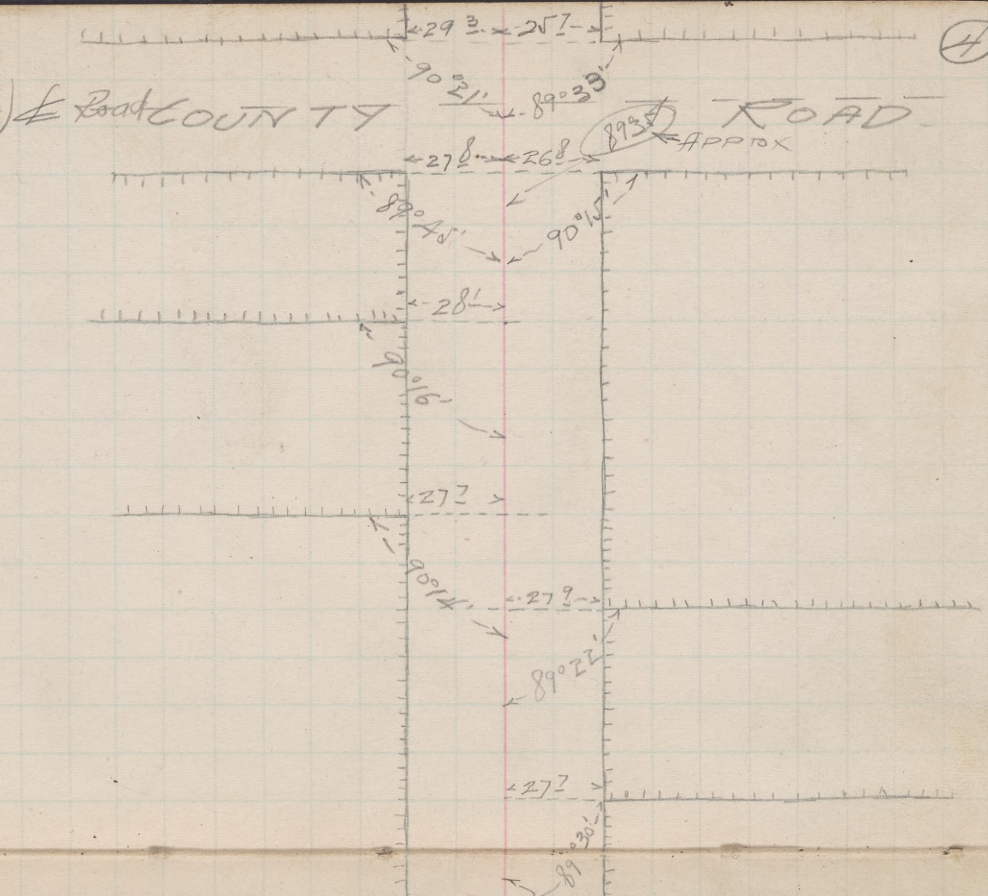
907+68.8 Fence Line-



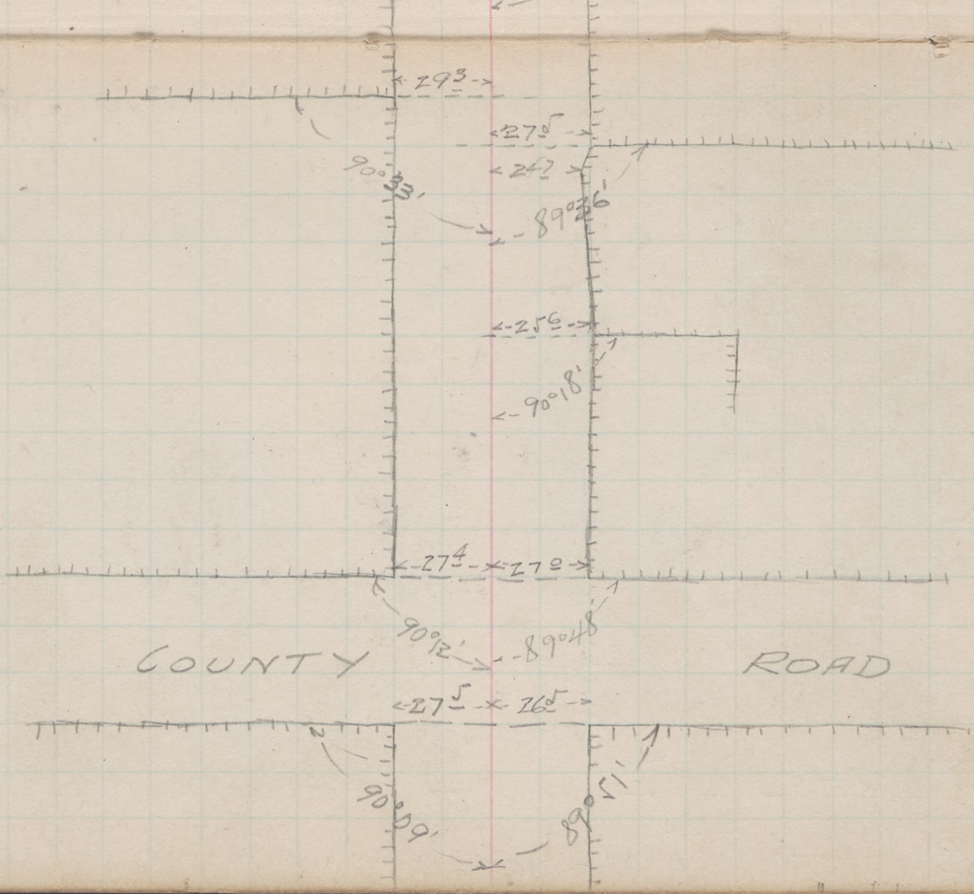
$919+74^{5}$	Fence Line-
$919+32^{2}$	E.L. Surf. Platform-
$919+22^{3}$	{ E.L. Saloon- Line of Fence-
$919+02^{4}$	E.L. Depot-
$918+79^{9}$	W.L. Ho. & Platform-
$918+41^{4}$	E.L. Shed-
$918+20^{8}$	Fence Cor.-
$918+18^{0}$	W.L. Shed-



942+96.3	Fence Line -	
+64.6	℄ of Road Approx)	
942+43.1	Fence Line	
933+26.4	Fence Line -	
929+83.2	Fence Line -	
929+22.5	Fence Line -	
924+47.8	Fence Line	

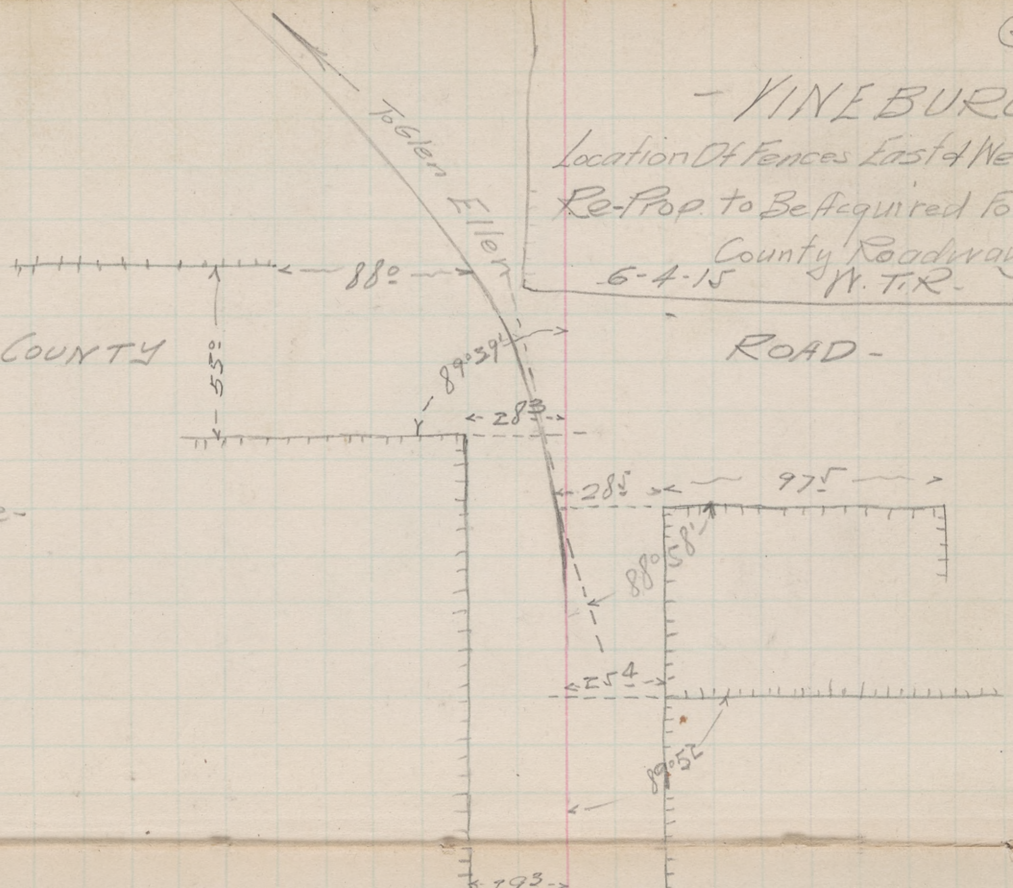


$969 + 04^{3}$	Fence Line -
$968 + 62^{9}$	Fence Line
$+ 55^{4}$	Angle In Fence -
$963 + 57^{2}$	Fence Line
$956 + 13^{8}$	Fence Line -
$955 + 59^{6}$	Fence Line



- VINEBURG -

Location Of Fences East & West
Re-Prop. to Be Acquired For New
County Roadway
6-4-15 W.T.R. - W.J.A.



981 + 90.4 Fence Line

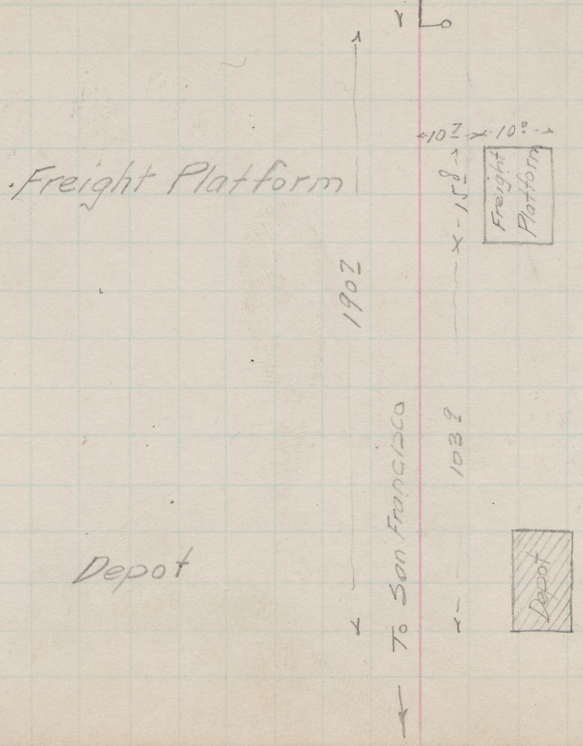
981 + 16.2 End of Fence -

977 + 38.6 Fence Line -

628+49.9 P.S.

627+63.1 W.L. Platform

626+59.3 W.L. Depot



— McGILL —

Location of New Freight Platform
And Stock Chute: And
Ballast Data-

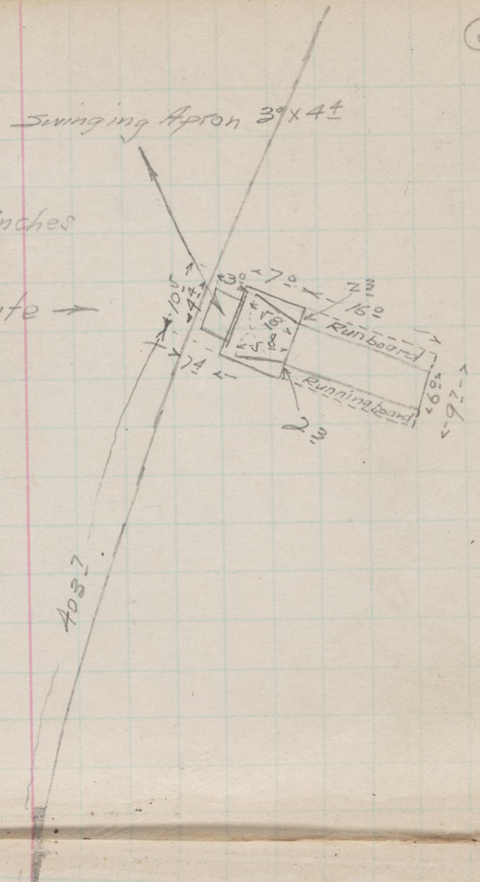
W.T.R.
W.J.A.

6-4-15

Ballast on Spur-

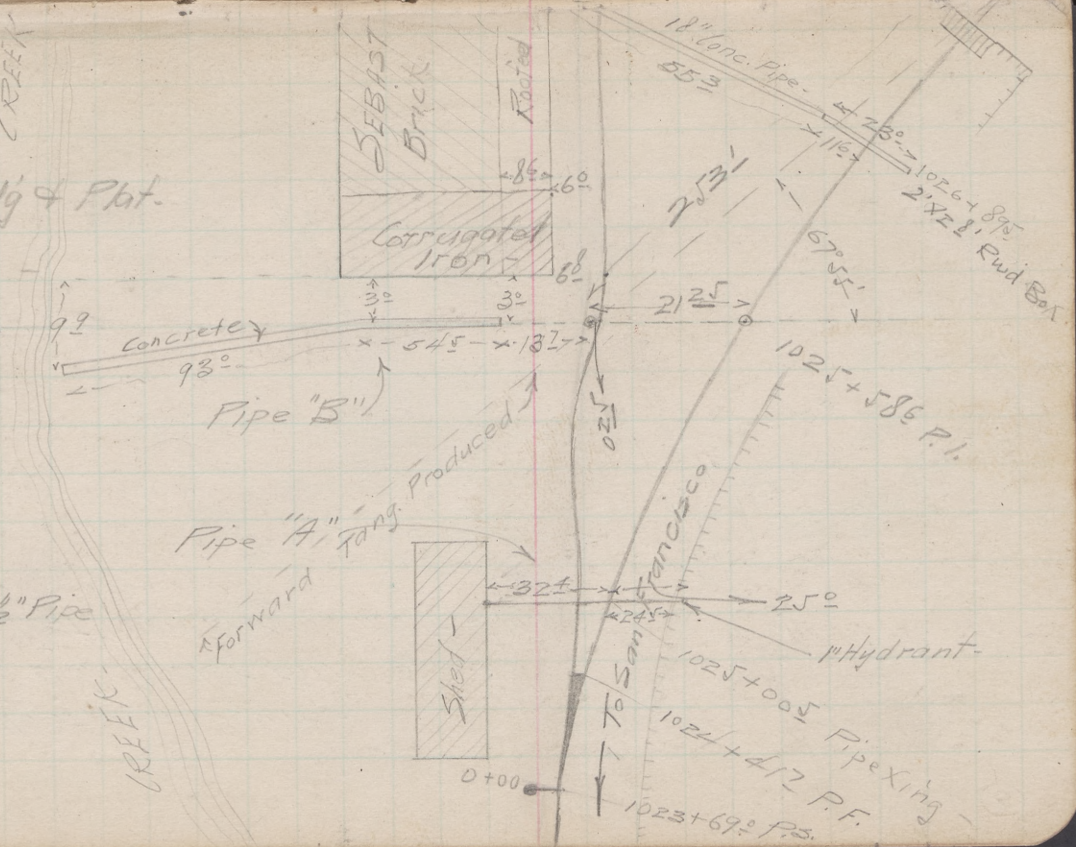
Ballast Placed Under Entire Spur-

First 455 Feet Given Average Raise Of 5 Inches



Plotted
[illegible]
6-15-15

2+20.5	Beg. Stone Bldg & Plat.
1+89.6	W.L. Winery
1+86.6	℄ Conc. Pipe -
1+30.5	Pipe Xing - 1½" Pipe
0+72.7	P.F.
0+00	P.S.



— MILANI —

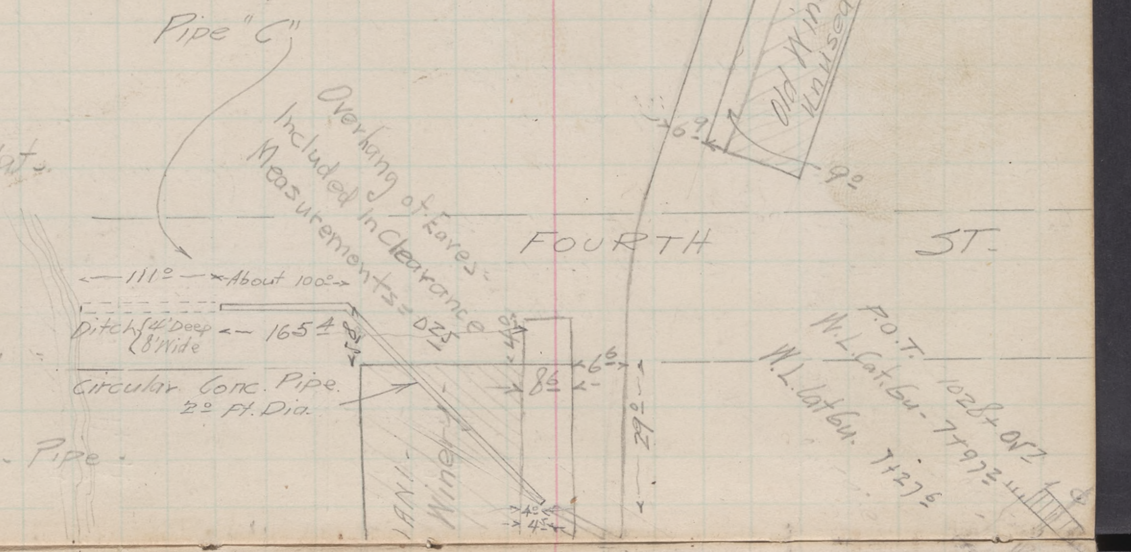
Drainage & Clearances

See Page 8

W.T.R. = W.J.A.

6-4-15

5+75⁰	E.E. Plat.
5+68⁸	E.E. Stone Bldg.
4+66⁵	W.L. Bldg & Plat.
3+54⁵	E.L. Winery
3+23¹	Xing of Conc. Pipe.



(16' Ft Rt. of ℄ Main Line) 94^{6}

+50	99^{41}
27	99^{24}
+50	99^{26}
28	99^{32}

Elevations Along Pipe "A" – See Sketch –
(1½" Water Pipe – Galvanized)

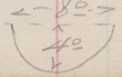
Location	Top of Pipe
25' Rt ℄ Main Line	97^{8}
4' " " " "	98^{5}
32' Lt ℄ " "	97^{8}

Pipe "C"

23 Feet of $2^{0} \times 2^{8}$ Rwd Box

55^{3} Standard 18" Conc. Pipe

174 Feet (Approx.) of 2 Ft Conc. Pipe.

111 " Ditch – – 

– Surface Ground.

0+33^{2}	94^{1}
0+53^{2}	94^{2}
0+68^{1}	94^{1}
1+61^{7} End of Pipe –	92^{8}

20 Feet to Creek Bed = 3 Ft Drop.

Profile Along Pipe "C" See Page #7

Location	Elev. of Bottom
0+00 = Rt. End Box 11⁴ Rt of ℄	94^{2}
0+23 Beg. 18" Conc. Pipe	93^{8}
0+78^{3} End " " " 2nd	93^{9}
0+79^{3} Beg 24" " "	93^{7}
2+52^{3} End of 24" Conc Pipe	92^{1}
" Beg. of Ditch	91^{8}
3+63 End of Ditch	91^{0}
3+73 Bottom Creek –	88^{5}

- MILANI -

Relative Elevations Along Drain Pipes And Ditches
At Winery of Sam Sebastiani and
Cross Sections of Same -
See Page #7 -

N.T.R. - W. J. Andrews

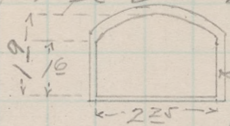
6-2-15

Profile over Main Line

Station	Description	Elev. Top of Rail	
1023+69.0	P.S.	100.00	Assumed -
24		99.92	
+50		99.80	
25		99.68	
+50		99.51	
26		99.47	

Profile Along Pipe "B" - See Page #7

Concrete Drain



Cross Section -

Location	Elev. Bottom Pipe
0+00 = P.I. Line Pipe & Forward Tangent of M.L. Produced	
0+13.7 Beg. of Pipe	94.8
16' Ft Rt of ℄ Main Line	94.6

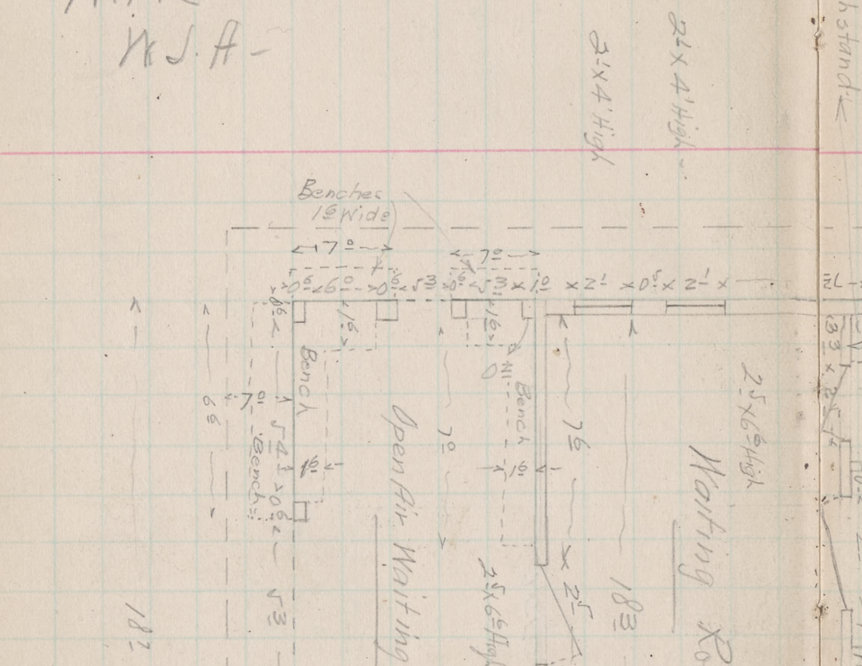
— CORTE MADERA —

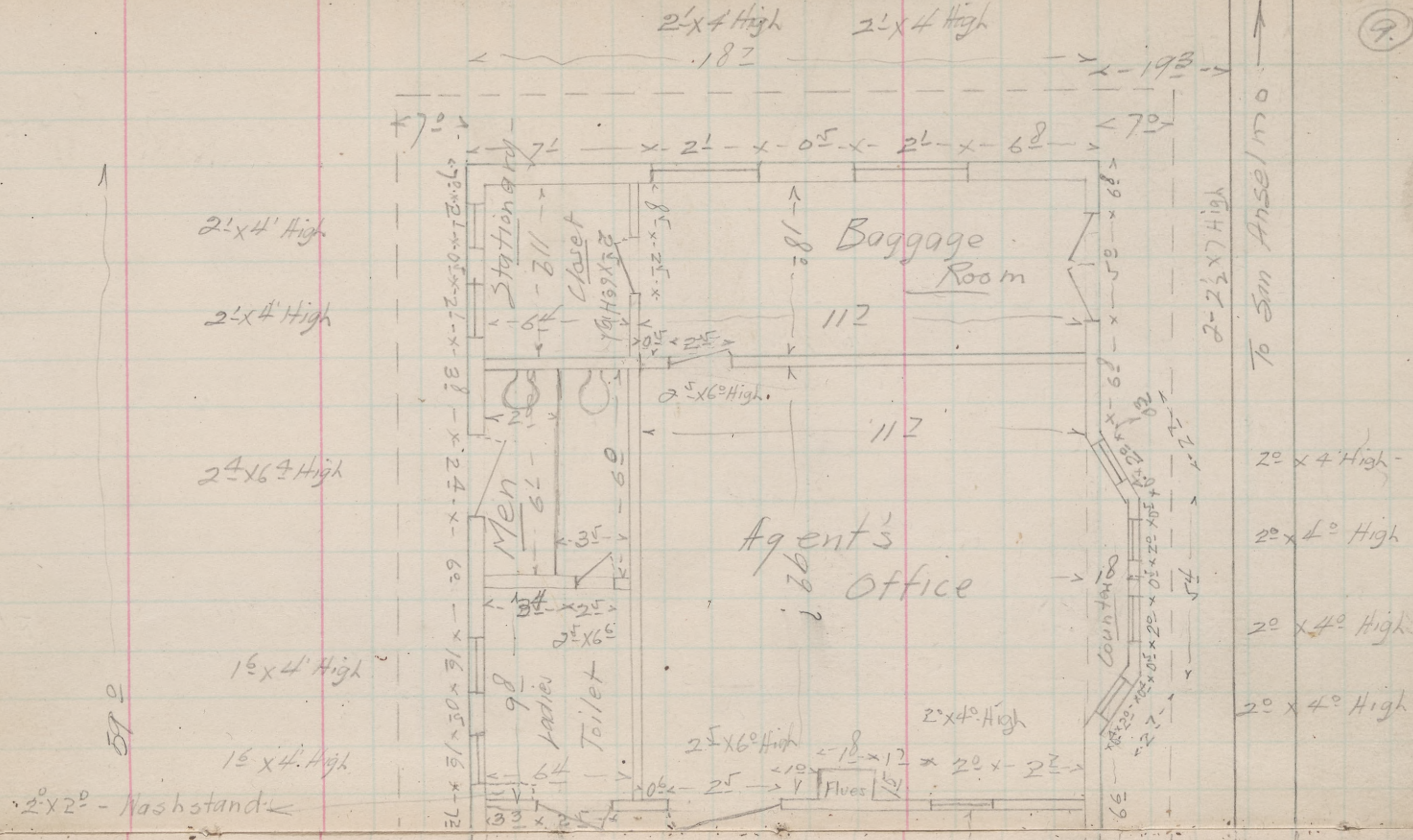
Floor Plan of Depot

6-5-15

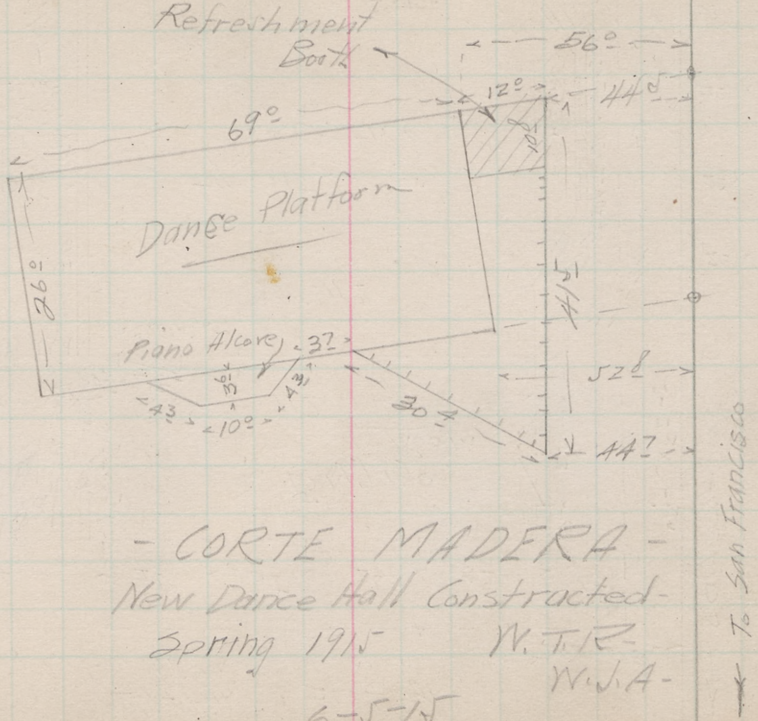
W.T.R.

W.J.A.




2'x4 High
2'x4 High
18
19 3
7°
7°
To San Anselmo
2'x4' High
2'x4' High
2 4 x6 4 High
1 6 x4' High
1 6 x4' High
2°x2° - Washstand
59
Station ery
Closet
Baggage
Room
11 7
2 5 x6° High.
11 7
Men
Ladies
Toilet
Agent's
Office
Counter
Flues
2 5 x6 5
2 1 x6° High
2°x4° High
2-2½x7 High
2° x 4' High
2° x 4° High
2° x 4° High
2° x 4° High

301+88⁴	P.I. Line Platform-
4+81⁵	E. Cor. Dance Hall-
4+61⁹	P.I. Line Dance Platform-
4+40⁰	W. Cor. Dance Hall-
302+35⁸	W.L. Corte Madera Depot



- CORTE MADERA -

New Dance Hall Constructed-

Spring 1915

W.T.R.

W.J.A-

6-5-15

10-a

CORTE MADERA

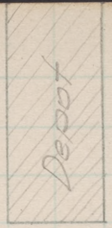
New Culverts Installed

1914-1915

6-5-15

W.T.R.-

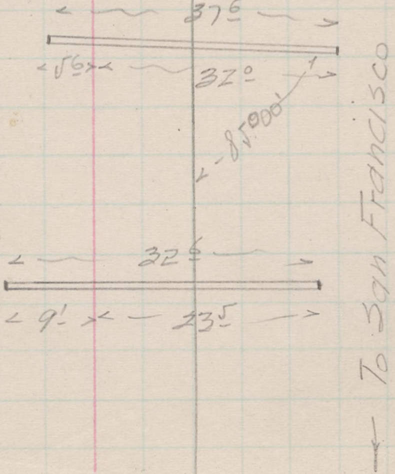
W.J.A

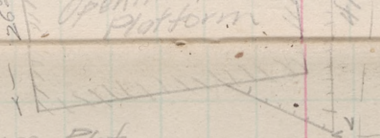


302 + 35.8 W.L. Depot -

301 + 51.2 ℄ 12-G 12"x12" Box Rwd -

300 + 93.0 ℄ 12-F 12"x18" Box Rwd -





304 + 39.9 Corner of Fence Around Dance Plat. 44.6 ~ →

- CORTE MADERA -

Fences, Houses - Danse Platform Etc -

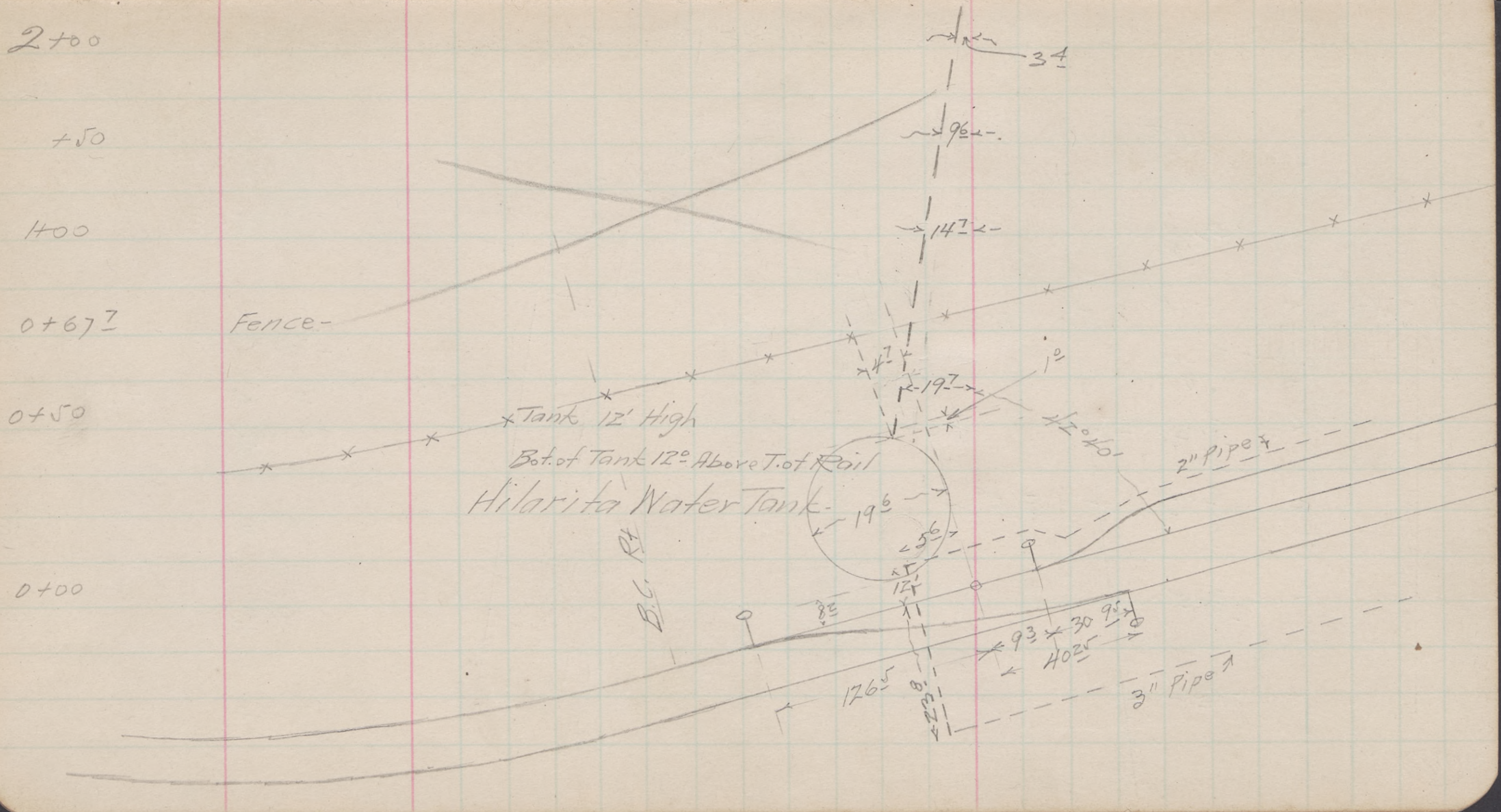
July 22 - 1915

W.T.R.

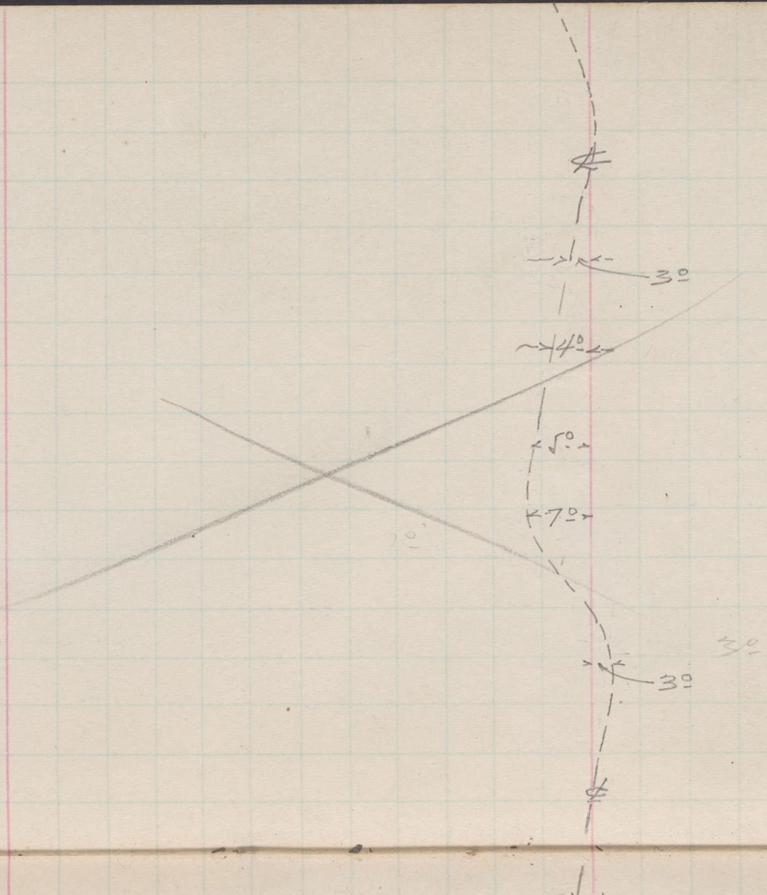
{ W.J. Andrews
{ R.D. Foot -

1 + 26.5
1.3
40.25

309	Fence-
308	Fence-
307	Fence
306	Fence-
+38.2	P.I. Fence Line-
305+31.8	Lat. Gu. 12-I


2+00
+50
1+00
0+67.7
0+50
0+00
Fence
Tank 12' High
Bot. of Tank 12.0 Above T. of Rail
Hilarita Water Tank
B.C. Rt
2" Pipe
3" Pipe
3.4
9.6
14.7
4.7
19.7
1°
12°40'
19.6
5.6
12'
9.3
30
9.5
40.25
176.5

5+50		
5+00	Δ	10°50' Lt.
4+50		
4		
3+50	Δ	14°30' Lt
3		
2+50		



+50

9

+50

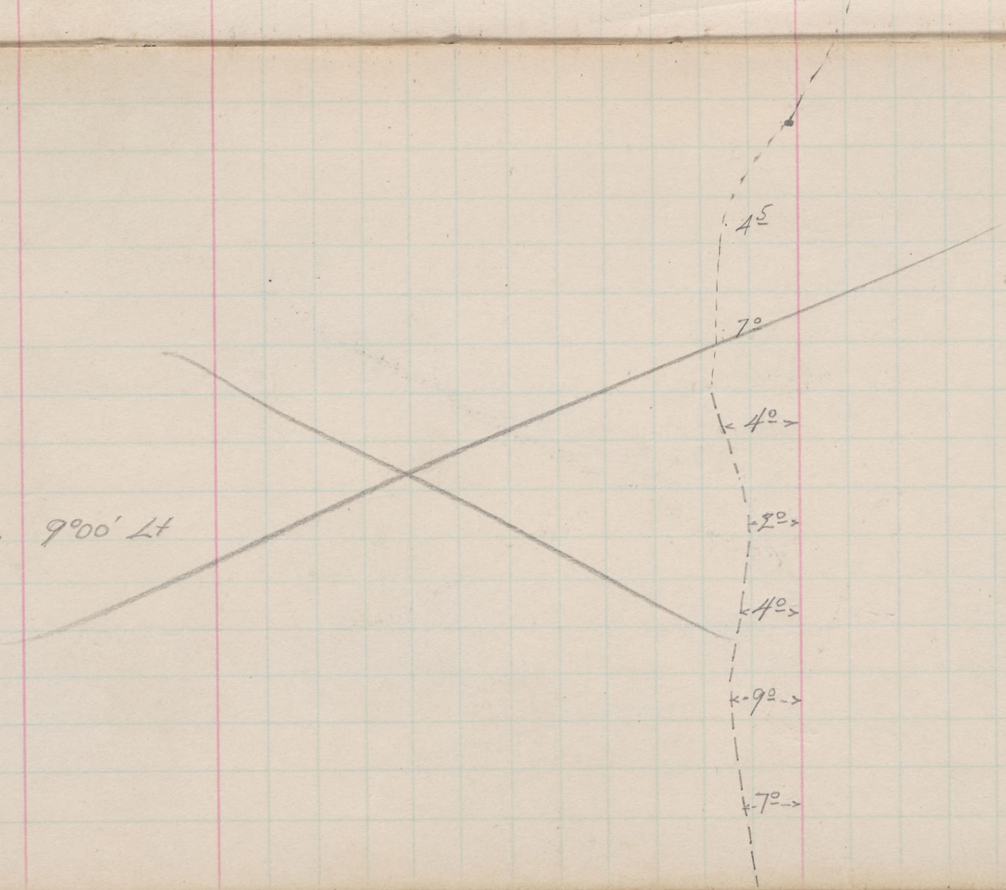
8

7+50 Δ 9°00' Lt

7

6+50

6+00



+50

13

+50

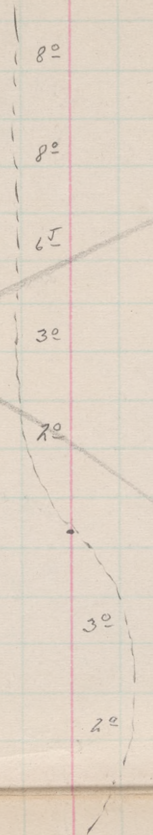
12

+50

11

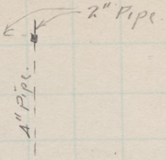
+50

10



17 + 50 Initial Pt of Line to Left ∠ 61°17'

+ 39.5 from 4" to 2" Pipe



17

+ 50

+ 19.5 Trap.

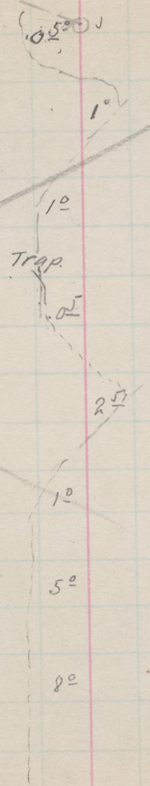
16

15 + 50 Δ 5°50' Rt

15

+ 50

14



+50		Pipe Rt.	34°
21		" "	19⁴
+50	△ 24°00' Rt	" "	12°
+15		℄ Pipe.	X
20		Pipe Left	5°
+50		" "	9°
19		" "	6°
+50		" "	2⁵
18		" "	0⁵

— See page. 17 —

61°17'

4 61°17'

25	△		
+50		℄ Creek Rt. 16° 8 ft Wide	
24		" " 16°	
+50		" 22°	
+17	Spring. out of Rock 14 ft Left of Line Elev. 159'		
23+05		℄ Creek 21°	
22+50	~~X~~	~~14°00' Lt~~	
22	△	14°00' Lt	

154.8
4.3
159.1

Sta.	+	⊼	−	Elev	Remarks
			15.1 Assm.	= 100 =	Floor of Tank Rd. House) Levels from
T.P.	6.03	90.93	15.1	84.9	Floor of Tank behind
T.P.	5.061	88.937	7.054	83.876	Round House to Hilarita
T.P.	5.985	90.476	4.446	84.491	Tank
T.P.	3.966	89.152	5.29	85.186	7-23-15
T.P.	6.03	89.342	5.84	83.312	W.T.L.
[illegible]			4.32	85.022	Elev. Pt. below Tank Andrews & Paine
B.M.			3.99	85.352	Elev. B.M. at Sw. Stand (Spike)

13.06 + 85.022 = 98.082 Bottom of Tank - At Hilarita -

85.352
12,730

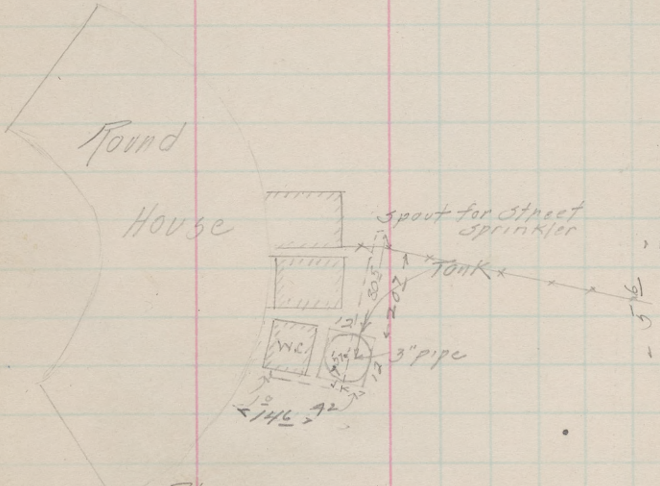
5.88 Correct
3.73
18.61

100.000
98.082
01.918
18.61
20.528

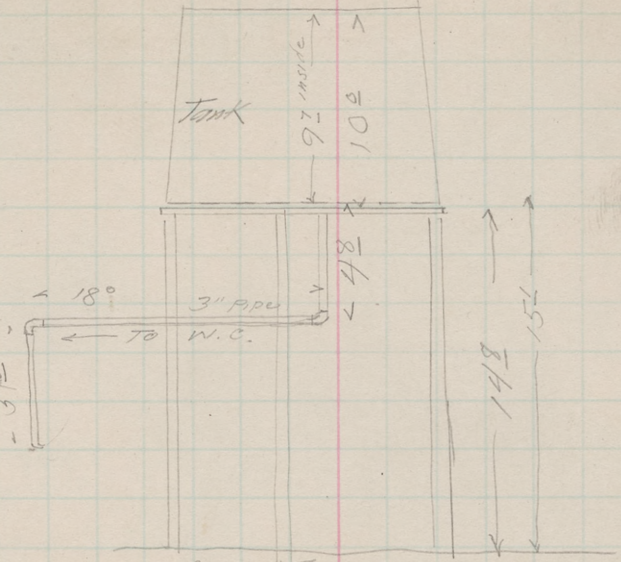
100.000
85.352
14.648
5.88
20.528 ← Elv. Tank Tib.

— Tiburon —

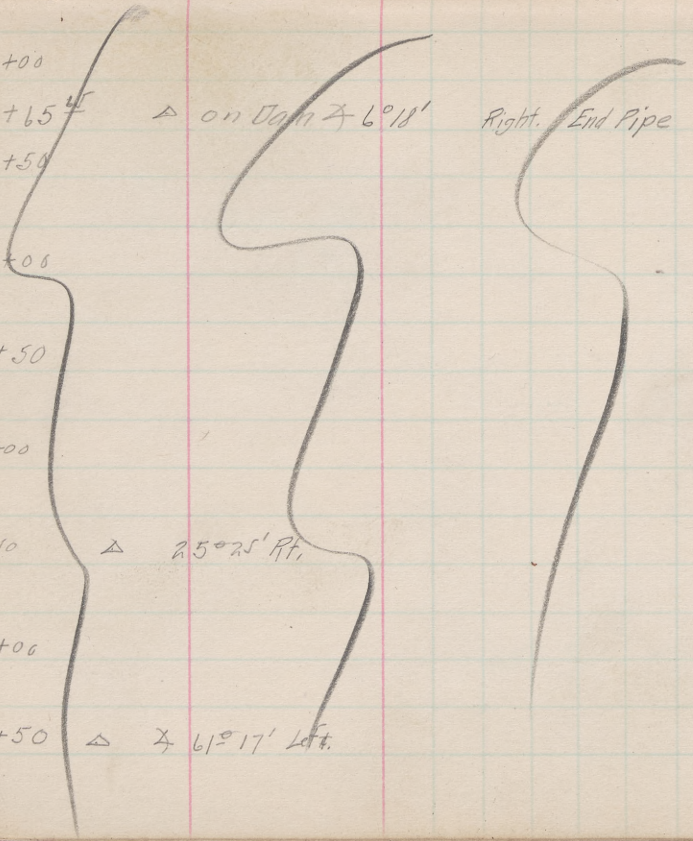
Salt Water Tank - Behind Round Ho -



Plan



Detail Elevation



21+00

+65± △ on Dam ∡ 6°18' Right. End Pipe

+50

20+00

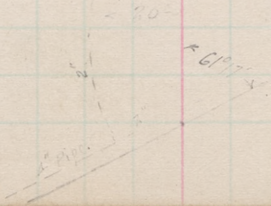
+50

19+00

18+50 △ 25°25' Rt.

18+00

17+50 △ ∡ 61°17' Left.



23 + 05			8.4	154.8	
T.P.	11.67	174.158	0.73	162.488	Top of Rock sta 23+96 Lt.
23+50			11.6	162.6	
24 + 50			4.2	170.0	
T.P.	11.14	184.748	0.55	173.608	Top of Rock sta. 24+65 Lt
24+50			5.1	179.6	
T.P.	8.288	192.861	0.175	184.573	Top of Rock sta. 25+10 Lt
B.M.			4.338	188.523	Top of Rock " 25+90 Rt.
25 + ~~50~~			3.1	189.8	

Sta.	+	*	−		Elev.	
T. P.	11^{633}	99^{054}	1^{395}		87^{421}	
19+50			7^{6}	91^{5}		
T. P.	11^{35}	109^{424}	0^{98}		98^{074}	Top of Rock on Lt.
20			8^{8}	100^{6}		
T. P.	11^{19}	120^{252}	0^{362}		109^{062}	Top of Rock Lt.
+50			10^{8}	109^{5}		
21			3^{6}	116^{7}		
T. P.	11^{005}	129^{44}	1^{817}		118^{435}	B.M. Top of Rock on Lt. Sta. 20+90
~~[illegible]~~			~~[illegible]~~	~~[illegible]~~		
~~22~~ +50			0^{7}	128^{8}		
T. P.	11^{932}	141^{012}	0^{36}		129^{08}	Top of Stake Sta. 22+00
22 ~~+50~~			4^{5}	136^{5}		
T. P.	11^{19}	151^{64}	0^{562}		140^{45}	Top of Rock Sta. 22+50 on Lt
22+50			4^{8}	146^{8}		
T. P.	11^{978}	163^{218}	0^{4}		151^{24}	Top of Rock Sta. 23+25 Lt

+07			8.4	47.4	
+15			12.6	43.2	
+25			7.2	48.6	
+50			4.1	51.4	
+65			5.9	49.9	
+77			11.5	44.3	
+91			6.0	49.8	
17			5.1	50.7	
T.P.	11.595	67.152	0.205	55.557	Top of Pipe Sta. 17+07
+12			11.4	55.8	
+50			5.8	61.4	
T.P.	11.935	78.567	0.52	66.632	Top of Pipe Sta. 17+84
18			9.2	69.4	
T.P.	10.814	88.816	0.565	78.002	
+50			10.4	78.4	
19			4.1	84.7	

	+	⊼	−	Elev	
12+00			3.1	23.6	
T.P.	10.762	34.850	2.555	24.088	Top of Stake Sta. 12+00
+50			8.5	26.4	
+54			8.5	26.4	
+69			12.8	22.1	
+88			8.3	26.6	
13			6.8	28.1	
+50			4.2	30.7	
T.P.	10.946	45.629	0.167	34.683	Top of Pipe Sta 13+90
14			10.7	34.9	
+50			8.2	37.4	
15			4.1	41.5	
T.P.	11.293	55.762	1.16	44.469	Top Pipe Sta. 15+38
+50			10.2	45.6	
16			9.1	46.1	
+07			8.4	47.4	

4		6.3	14.0		
+50		6.0	14.3		
5		6.0	14.3		
+50		5.3	15.0		
6		4.9	15.4		
+50		4.8	15.5		
7		4.2	16.1		
+50		3.9	16.4		
8		2.0	18.3		
⊙	7.973 26.643	1.60		18.67	Top of Stake 8+00
+50		7.3	19.4		
9		5.9	20.8		
+50		4.6	22.1		
10		4.3	22.4		
+50		4.6	22.1		
11		6.2	20.5		
+50		5.3	21.4		

HILARITA

	+	*	-	Elev.	
				5.88	Track Spike S.W. Cor. Sw. Stand-
	11.23	17.11			
			10.33	6.78	B.M. on R.R. spike In Sill at S.E. Cor. Water Tank.
0+00			11.4	5.7	
Pipe			8.9	8.2	Bottom of 4" Pipe at Base of Tank-
0+50			12.0	5.1	
1			9.5	7.6	
+50			5.9	11.2	
+75			3.2	13.9	
2			3.5	13.6	
+50			4.0	13.1	
3			4.1	13.0	
+50			4.0	13.1	
⊙	6.85	20.27	3.69		13.42 Top of Stake 3+50

+50			5.8	111.2
T.P.	11.06	127.247	0.83	116.187
22+00			1.6	125.7
T.P.	11.18	138.172	0.255	126.992
+50			4.4	133.8
T.P.	13.265	151.312	0.125	138.047
23			6.5	144.8
T.P.	13.2	163.192	1.32	149.992
+50			5.2	158.0
T.P.	12.18	175.222	0.15	163.042
24			10.0	165.2	Pt. on Rock
T.P.	13.15	187.772	0.6	174.622
+50			9.5	178.3
T.P.	13.2	200.062	0.91	186.862
25			10.1	190.0
T.P.	12.78	211.922	0.92	199.142

Continued Page 22

Hilarita Water Supply. Levels on "A" Line

"A"	+	H.I.	−	Elev.	
17+50 △ ⊀				61.4	
17+84 T.P.	8.19	74.822		66.632	T.P. on Pipe □
18+00			14.5	60.3	
+50			4.5	70.3	
T.P.	11.75	85.302	1.21	73.552	
19			10.2	75.1	
+50			4.1	81.2	
T.P.	11.575	96.177	0.705	84.597	
20			8.0	88.1	
+50			1.8	94.3	
T.P.	11.195	106.492	0.825	95.297	on Rock to Lt. (2 Ft.) of Sta. 20+50
+65 65			9.9	96.6	Top Dam
+70			12.0	94.5	Bottom Intake Pipe
21			4.3	102.2	
T/P	11.03	117.017	0.505	105.987	

Transit at -	B. S. On.	Elevation	Turn to	Horizontal Angle-	Vertical Angle-	Stadia interval
0+00	3+50	5.7	"A"	42°40' Rt	0°00'	123.2
"A"	0+00	5.7		5°24' Rt	-0°12'	206
"	"			9°06' Rt	+3°33'	205
				44°30' Rt	+13°35'	271
				51°46' Rt	+14°52'	313
				63°10' Rt	+19°27'	428
				66°52' Rt	+19°30'	518
				76°20' Rt	+21°00'	377
				"	+20°33'	300
					+12°27'	121
				"	+16°32'	20
				"	0°00'	15
				112°00' Rt	+15°50'	295
				92°45' Rt	+20°33'	315
2+00	0+00	13.6		90°00' Lt	+19°07'	116
				" " "	+18°03'	222
				96°20' Lt	+19°35	358
				76°00' Lt	+17°35'	303
				45°10' Lt	+13°30'	190
			Water's Edge	105° Rt	-15°15'	54
			Water's Edge-	"	-8°20'	100.
4+00	3+50	14.0	"	99°50' Rt	-12°38'	68
				84°00' Lt	+19°08'	148
				83°00' Lt	+19°18'	348
5+00	3+50	14.3		83°30' Lt	+19°33	218
				83°30' Lt	+17°50'	126

	+	H.I.	−	Elev
25+50			6.8	205.1
T.P.	12.17	223.292	0.8	211.122
26			11.2	219.1
T.P.	11.16	234.222	0.23	223.062
+50			1.7	232.5
T.P.	8.155	242.051	0.32	233.902
26+70			3.5	238.6
B.M.			3.46	238.597 Elev. B.M. opp. Sta. 27+00 30 Ft to Lt.

207+15

Transit At	B.S. On	Elevation	Turn to	Horizontal Angle	Vertical Angle -	Stadia Interval.
5+00	3+50	14 3		90°00' Rt	-14°00'	55'
			Edgeot Marsh	" " "	-12°08'	71'
			"	60°00' Rt	-5°55'	145'
			"	60°20' Rt	-3°00'	288'
			"	51° Rt	-2°10'	389'
			"	44°10' Rt	-2°04'	409'
			"	41°55' Rt	-1°31'	550'
				39°40' Rt	-1°25'	590'
				57°00' Rt	-1°08'	715'
				65°45' Rt	-1°12'	685'
				75°50' Rt	-1°06'	748'
				79°45' Rt	-1°00'	832'
				47°40' Rt	0°0'	812'
				53°30' Rt	+0°10'	820'
				47°50' Rt	+1°31'	1015
				44°30' Rt	+2°24'	1100
				41°05' Rt	+3°43'	1180
				34°45' Rt	+5°30'	1470
				49°20' Rt	+2°02'	1090
				50°50' Rt	+2°47'	1210
				58°20' Rt	+3°01'	1010
				67°10' Rt	+3°23'	930
				73°35' Rt	+2°32'	950
			x	78°00' Rt	+1°05'	950
				80°10' Rt	-0°30'	905
				73°30' Rt	+0°37'	810
				67°00' Rt	+0°50'	780

Transit At	B. S. On	Elevation	Turn To	Horizontal Angle	Vertical Angle	Stadia Interval
5	3+50	14^3		55° Rt	+0°34'	840
				55°10' Rt	+2°50'	1195
				52°30' Rt	+3°42'	1315
				49°30' Rt	+5°00'	1415
				39°10' Rt	+5°26'	1505
				34°30' Rt	+6°31'	1690
				31°45' Rt	+7°27'	1810
				23°00' Rt	+7°08'	1375
				26°10' Rt	+6°18'	1290
				32°00' Rt	+6°14'	1148
				36°30' Rt	+4°30'	1085
				39°00' Rt	+2°45	1015
				42°35' Rt	+1°11'	920
				29°15' Rt	-0°52'	644
				19°30' Rt	-0°45'	630
				23°00' Rt	+0°42'	755
				23°20' Rt	+3°15'	955
				30°30' Rt	+3°10'	940'

-ed and to no other land owned by me.
It is further understood that no release is
hereby conveyed to the said held by Nancy
Wright as a life interest or estate. In
Witness whereof I have hereunto set my hand,
and seal, this 18th day of March A.D. 1869.

(Signed) - W.S.M. Wright - Seal.

March 18, 1869

of whatsoever nature or kind in and to the same situated in the County of Sonoma, in said State of California, to and for the width of sixty (60) feet and for the whole length of the line of said road, through said land or lands wherever the said Company shall locate the line of said Railroad. This conveyance is absolute and to take effect from and after its execution, but nevertheless in case said company shall fail to construct there said road and put it into operation within five years from this date, the same shall become null and void. It is understood that the right of way hereby released is over land south of Santa Rosa Creek over which said road is now located and survey-

Copy of Deed from E. W. S. M. Wright to the San Francisco & Humboldt Bay R.R. Co. 76

Know all men by these presents that E. Winfield S. M. Wright, of the County of Sonoma, in the State of California, in consideration of promoting the construction of a railroad through the County of Sonoma in the State of California, and the sum of one dollar to me in hand paid, the receipt whereof is hereby acknowledged, doth hereby grant, bargain and sell to the San Francisco & Humboldt Bay Railroad Company the right of way for the construction of said company's road or any part thereof, over, through, upon or across any land or lands belonging to me and all my right, title and interest

			4 76	499 82	" " "
			4 68	499 90	" " "
⊙	1 605	494 875	11 310	493 270	
⊙	3 145	486 430	11 590	483 285	
⊙	2 690	480 115	9 005	477 425	
			12 035	468 080	Top of Conc. Piers
	1 040	478 465		477 425	
			10 385	468 080 065	
			10 400		
	8 665	486 090		477 425	
				499 785	Top of Tie
	10 575	487 360	9 305	476 785	23' Below Top of Tie
			7 305	478 785	21' " " "
			7 575	479 785	20' " " "
			6 575	480 785	19'
			4 575		17'
			0 575		13' " " " "

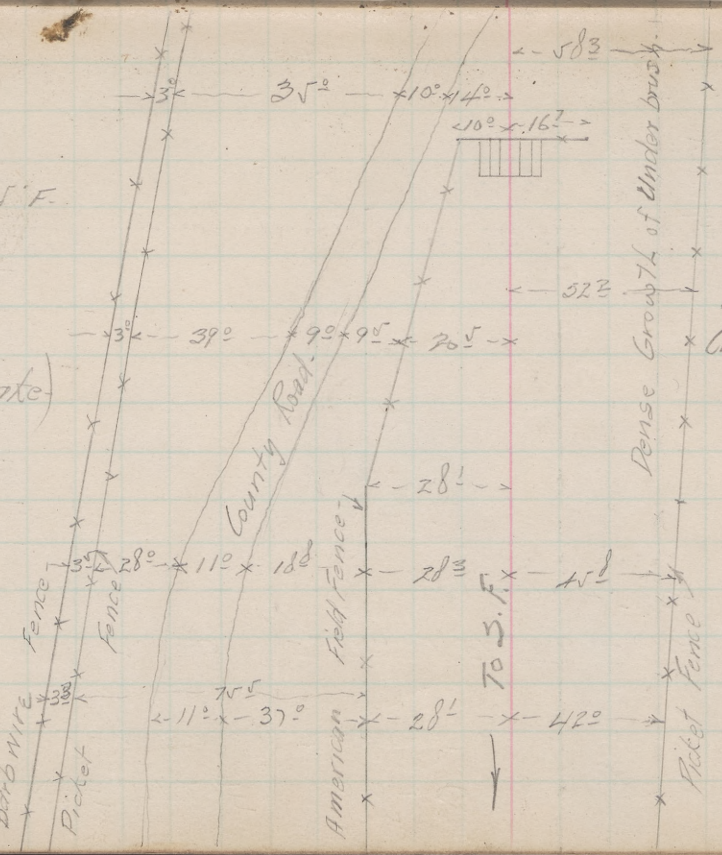
TRESTLE 88-C

Levels- 7-28-15

500.00 Assumed Ele. Top of Curve Marker 3"X3" at E.S. 4583+17 = 0.3 Above Top of Tie.

4.58	504.58			
		4.74	Top of Tie	
		4.81	" " "	16.5 Ins Strg-
		4.81	" " "	5.75 " Tie
		4.81	" " "	11.25 " Cap
		4.78	" " "	11.25 " Sill
		4.75	" " "	44.75 Ins Total
		4.75	" " "	= 3.72 Feet-
		4.78	" " "	28 " Posts
		4.80	" " "	31.72
		4.78	" " "	
		4.79		
		4.76	499.82	

+70	
+50	
+47^{0}	E.L. 65-F-
+37^{0}	W.L. Sur. Cat. Gd. 65' F.
+20	Fence on Rt
367	
366 +87^{6}	B.C. T-1 (Reval. Stake)
+68^{5}	Angle In Fence-
+50	
366	



-FORESTVILLE-
Data For Proposed
Changes of County Road
9-27-13 W.T.R.-
{W.J. Andrews
{G.L. Berry-

+50

370

+57

+45° Parting of Fences-

+25° Junct. of Fences-

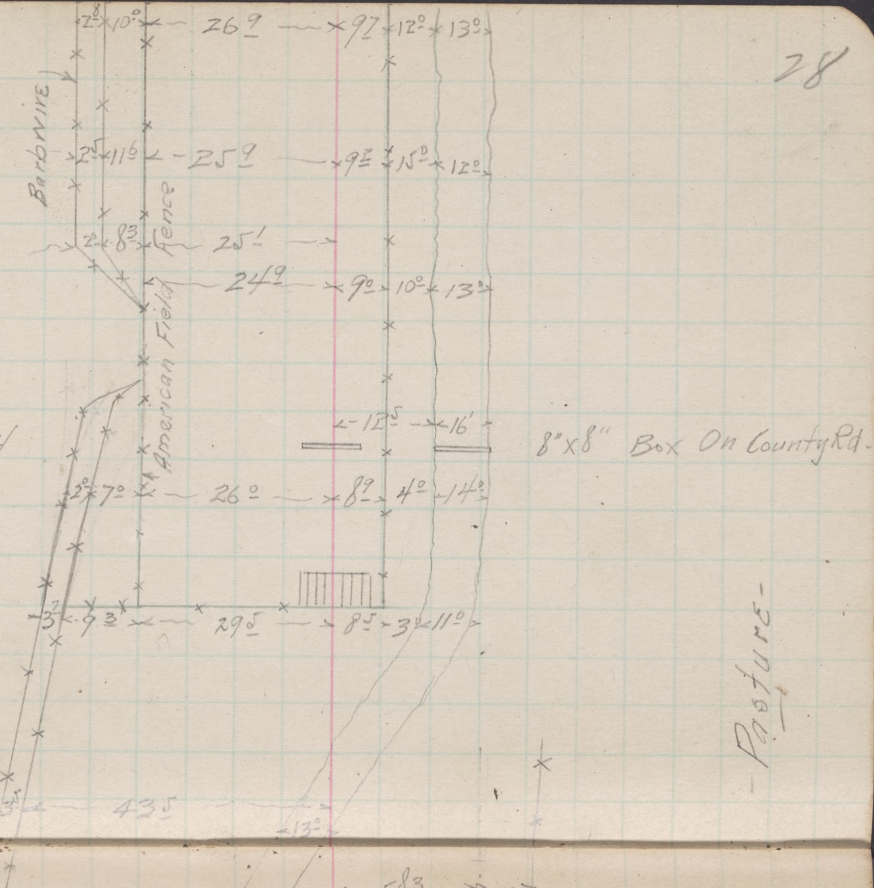
+08.5 Surface Box 8"x8"-8' Long 65H

369

+66.8 Sur. Cat. Gd. 65-6 W.L.

+11° ℄ Rd-Xing 20' Long-

368



+50

+21⁰ Angle In Fence

374

+51⁵ Angle In Fence.

+50

+15⁰

373

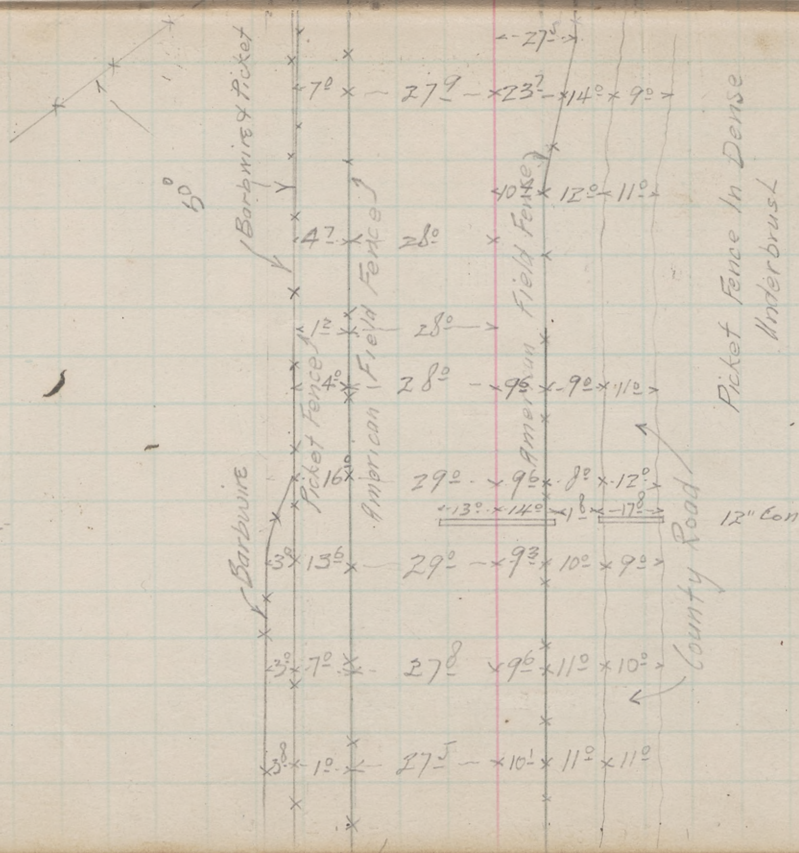
+50

+37⁷ 12"x30" Box No Letter

372

+50

371 +00



12" Conc. Pipe In Co. Rd.

+23^{6} E.L. 65-I
+13^{6} W.L. Dur. Cat. Gd. 65-I

+09^{1} Angle In Fence

377

+50

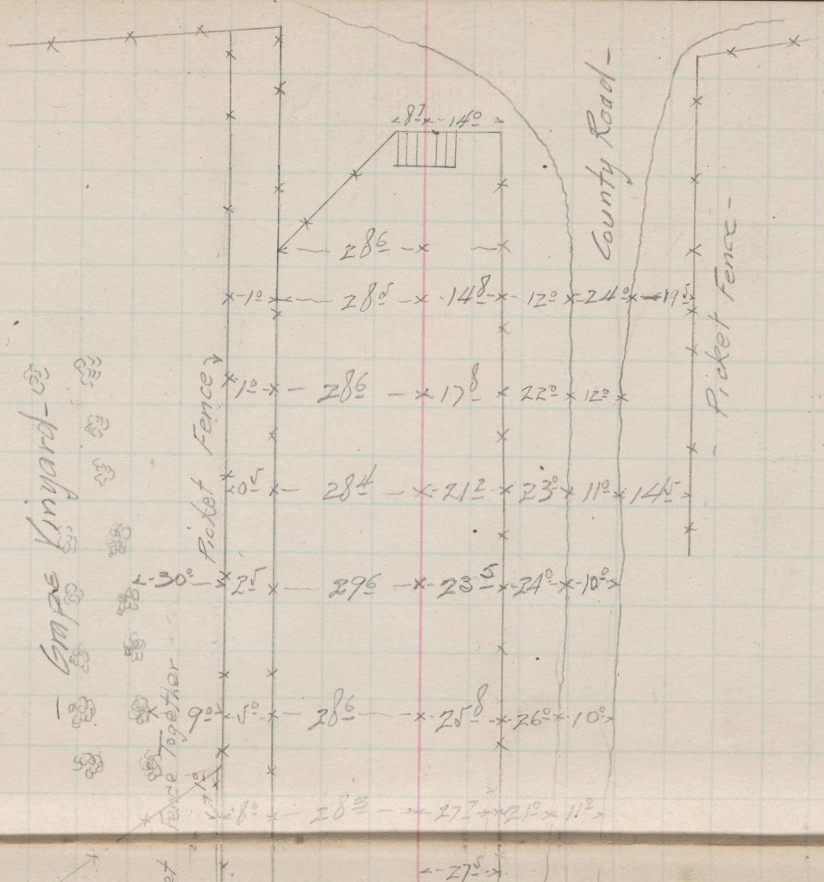
376

+50

375

+80^{7} Intersect. of Fences

+50



$+50$

$+14^{3}$ Angle In Fence

378

$+95^{5}$ Angle In Fence

$+80^{1}$ Junct. of Fences on Lt

$+74^{7}$ Junct. of Fences on Rt

$+68^{0}$ W.L. Pit Cat. Gd. 65 J

$+46^{5}$ ℄ Rd Xing

$+38^{0}$ 2-12"x18" Boxes

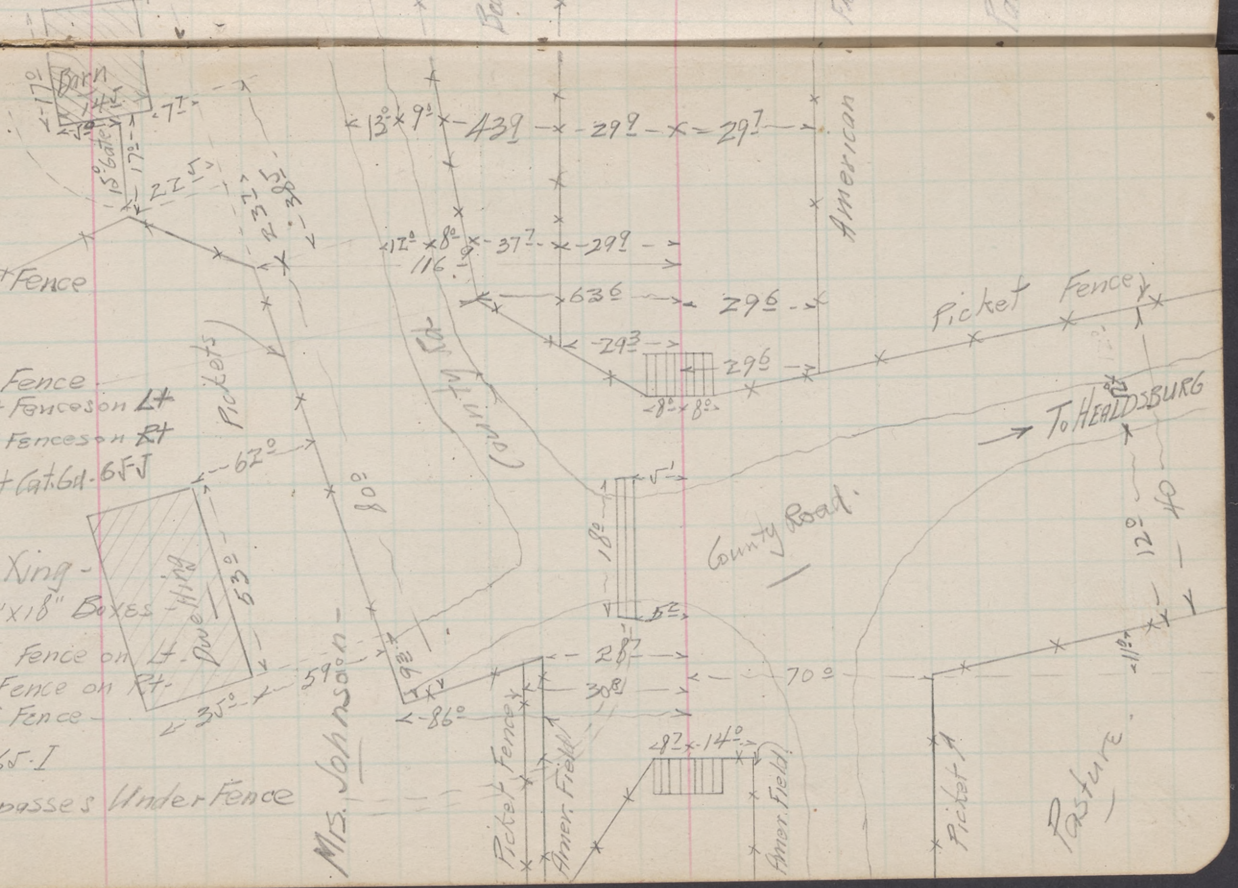
$+37^{3}$ Cor. of Fence on Lt.

$+36^{4}$ Cor. of Fence on Rt.

$+26^{3}$ Cor. of Fence

377 $+23^{6}$ E.L. 65-I

$+18^{5}$ Ditch passes Under Fence



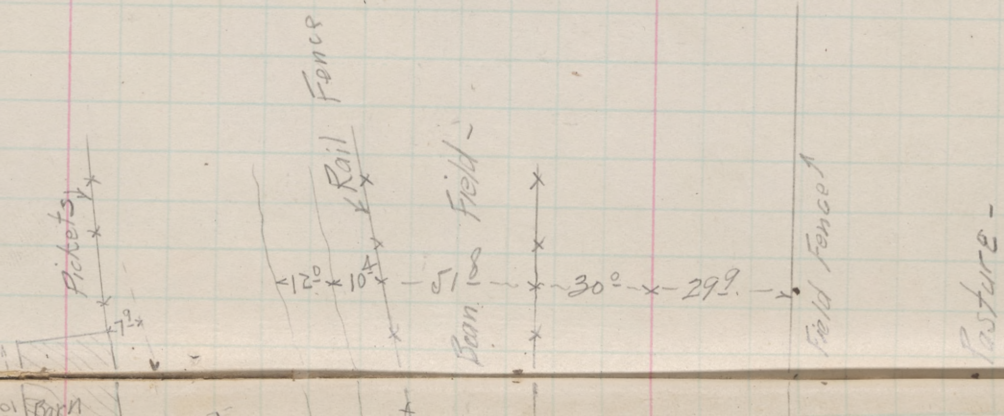
To Montello →

- FORESTVILLE -

Data For Proposed Road Changes -

9-27-13 - W. T. R - { W. J. Andrews - / G. L. Berry -

379



V - Rock

+50 $\frac{+25^{7}}{82}$ $\frac{+22^{8}}{70}$ $\frac{+23^{6}}{58}$ $\frac{+21^{4}}{39}$ $\frac{+14^{4}}{20}$ $\frac{-1^{0}}{10}$ $\frac{0}{3}$ $\frac{0}{0}$

+30

369 $\frac{+23^{0}}{82}$ $\frac{+17^{1}}{63}$ $\frac{-11^{6}}{51}$ $\frac{+9^{5}}{26}$ $\frac{+5^{1}}{17}$ $\frac{-0^{2}}{9}$ $\frac{-0^{7}}{6}$ $\frac{0}{3}$ $\frac{0}{0}$

+50 $\frac{+32^{5}}{73}$ $\frac{+22^{8}}{55}$ $\frac{+13^{9}}{40}$ $\frac{+5^{3}}{18}$ $\frac{-1^{2}}{12}$ $\frac{-0^{5}}{4}$ $\frac{0}{3}$ $\frac{0}{0}$

368 $\frac{+23^{1}}{61}$ $\frac{+15^{2}}{44}$ $\frac{+5^{6}}{17}$ $\frac{+0^{4}}{15}$ $\frac{+0^{3}}{0}$

+50 $\frac{+22^{2}}{75}$ $\frac{+17^{7}}{59}$ $\frac{+8^{0}}{30}$ $\frac{+1^{3}}{25}$ $\frac{+1^{9}}{12}$ $\frac{-0^{1}}{7}$ $\frac{0}{0}$

367 $\frac{+25^{2}}{107}$ $\frac{+16^{7}}{78}$ $\frac{+4^{9}}{41}$ $\frac{+3^{1}}{40}$ $\frac{+3^{0}}{29}$ $\frac{-0^{3}}{19}$ $\frac{-0^{4}}{6}$ $\frac{-0^{4}}{4}$ $\frac{0}{3}$ $\frac{0}{0}$

+50 $\frac{+16^{8}}{114}$ $\frac{+15^{2}}{89}$ $\frac{+13^{2}}{86}$ $\frac{+6^{9}}{58}$ $\frac{+4^{7}}{56}$ $\frac{+4^{8}}{44}$ $\frac{+0^{4}}{28}$ $\frac{-1^{6}}{17}$ $\frac{-0^{2}}{8}$ $\frac{-0^{5}}{4}$ $\frac{0}{3}$ $\frac{0}{0}$

366 $\frac{+9^{8}}{103}$ $\frac{+4^{4}}{73}$ $\frac{+4^{0}}{57}$ $\frac{+0^{3}}{45}$ $\frac{-3^{0}}{24}$ $\frac{-4^{9}}{19}$ $\frac{-0^{7}}{8}$ $\frac{-0^{5}}{4}$ $\frac{0}{3}$ $\frac{0}{0}$

+50	+16.6/76	+5.9/19	+4.9/13	-1.2/8	0/4	0/0			
373	+16.4/+78	+4.8/32	+1.1/19	+2.1/14	-1.8/9	0/3	0/0		
+50	+15.6/69	+6.0/42	-1.1/21	-3.2/12	-0.9/7	-0.3/4	0/3	0/0	
372	+20.5/83	+9.3/53	+0.4/20	-2.1/15	-0.8/6	0/3	0/0		
+50	+27.7/88	+22.3/70	+7.8/40	+4.1/28	+1.9/13	-0.8/9	-0.5/5	0/4	0/0
371	+20.0/69	+18.0/51	+12.0/36	+8.5/28	+4.1/14	-0.7/8	0/3	0/0	
+50	+43.1/91	+21.3/43	+18.7/31	+6.1/22	+5.4/17	-0.9/9	-0.7/5	0/3	0/0
370	+39.7/97	+34.2/67	+19.8/57	+22.0/41	+15.7/23	+6.2/16	-0.6/9	0/3	0/0
+80.									

FORESTVILLE

Station										
+38	+3.8/65	+2.6/53	+3.4/29	+1.2/11	−1.3/9	−1.6/5	+0.2/4	+0.3/0		
377	+4.0/50	+4.1/39	+3.2/29	+3.2/21	+1.5/12	−0.6/7	0/3	0/0		
+50	+14.8/90	+9.0/32	+6.5/16	−0.6/8	−0.5/4	0/3	0/0			
376	+18.9/60	+11.3/28	+8.2/16	−0.5/7	−0.2/4	0/0				
+50	+34.1/113	+27.2/78	+17.6/31	+16.1/23	+4.0/12	−0.6/7	−0.5/5	−0.3/4	0/0	
375 +05	+34.5/90	+32.6/78	+27.6/54	+22.0/30	+11.1/27	0/12	−0.3/8	−0.7/7	−0.1/4	0/0
	30' Half Formed Rock									
+50	+39.4/97	+27.5/40	+25.1/32	+5.3/16	−0.6/8	−0.2/4	0/0			
374	+38.2/87	+29.0/62	+20.3/38	+14.3/25	+10.3/14	−0.9/7	−0.7/5	0/3	0/0	

- FORESTVILLE -

X-Sections For Proposed Road Changes -

9-27-15 W.T.R. { W.J. Andrews - / G.L. Berry - ✓

Plotted 10/22/15 Hee.

379 Road Elev. = $-1^{\underline{4}}$

+50 Road Elev = $-0^{\underline{4}}$

378 Road Elev = $+0^{\underline{8}}$

+53 $\frac{+2^{8}}{72}$ $\frac{+1^{6}}{48}$ $\frac{+0^{3}}{0}$

431

+50

+03.3 Cor. of Fence

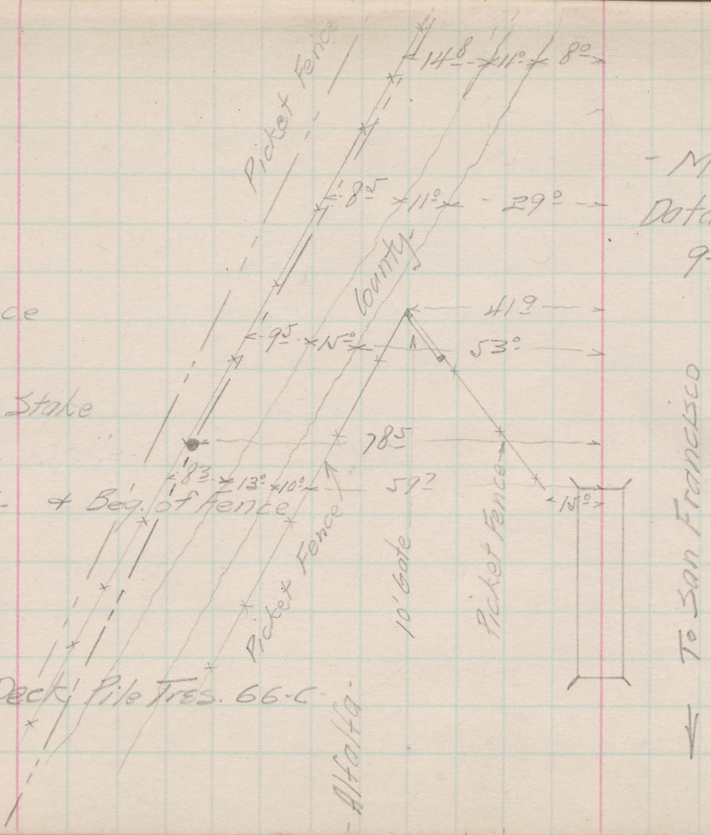
430

429+96.9 E.C. Reval. Stake

+94.0 Power Pole-

429+72.3 E.E.-66-C- & Beg. of Fence

428+66.9 N.E. Open Deck Pile Tres. 66-C



-MIRABEL PARK-

Data For Prop. Road Change

9-28-15

W.T.R.
{ W.J. Andrews.
{ G.L. Berry-

434

$+98^{2}$ 12"x18" Box No Letter-

$+69^{6}$ Power Pole-

+50

433

$+93^{3}$ Tel. Pole-

$+51^{7}$ Power Pole-

+50

432

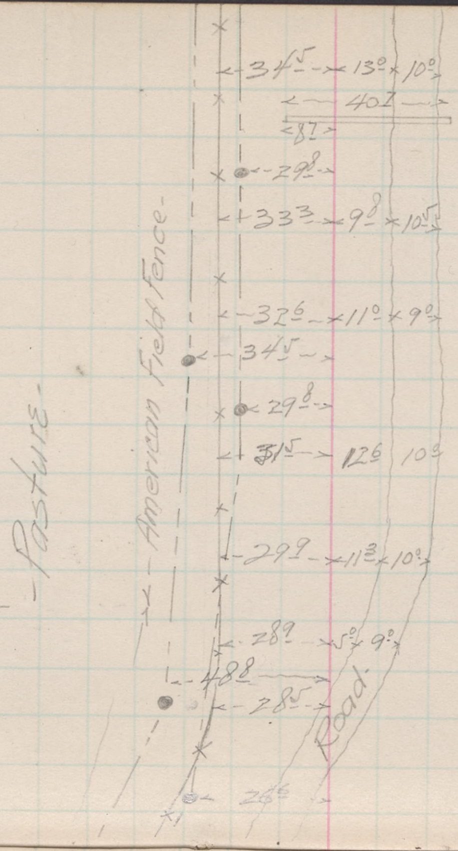
$+61^{1}$ Change In Const. of Fence-

+50

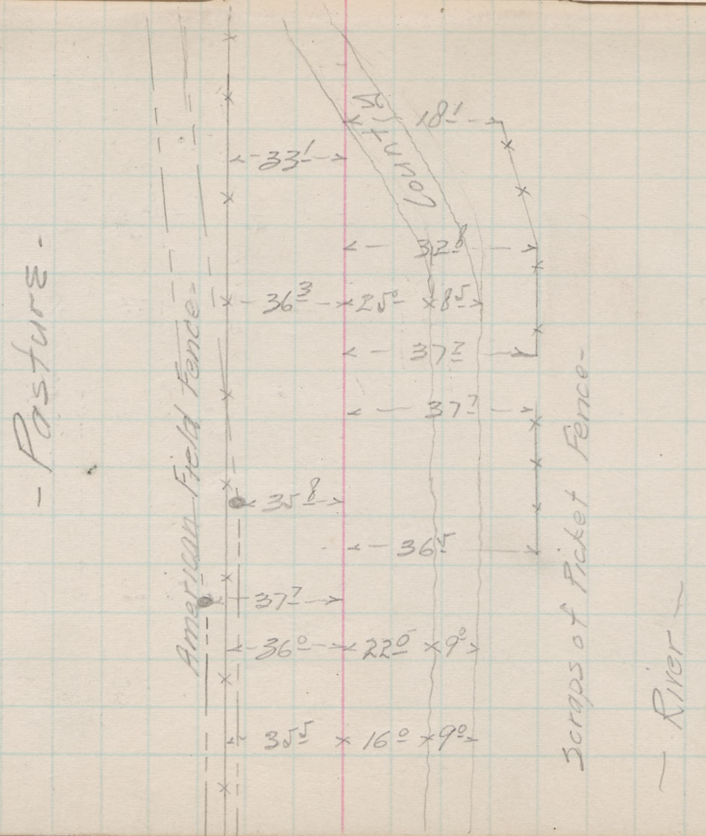
$+31^{1}$ Tel. Pole-

$+23^{4}$ ℄ Rd- Xing 21' Long-

$+19^{7}$ Power Pole-



$+05^{4}$	℄ 19' Rd-Crossing
$+03^{1}$	End of Fence on Rt
436	
$+83^{2}$	Break In Fence
+50	
$+44^{9}$	Beg. of Fence on Rt
$+32^{8}$	End of Fence on Rt
$+13^{1}$	Power Pole-
$+03^{5}$	Beg. Fence on Rt.
$+02^{3}$	Tel. Pole.
435	
434+50	



- MIRABEL PARK -

438

+50.

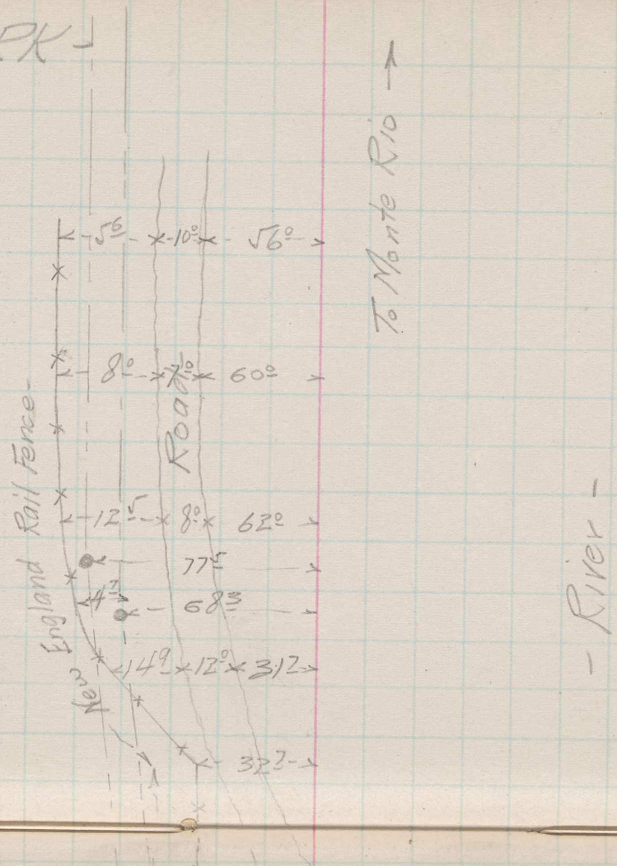
437

$+81^{3}$ Tel. Tree-

$+69^{5}$ Power Pole.

+50

$+25^{4}$ Angle & Change In Fence-



433	$\frac{+27^{5}}{104}$ $\frac{+24^{3}}{80}$ $\frac{+16^{8}}{44}$ $\frac{+12^{0}}{32}$ $\frac{+8^{8}}{20}$ $\frac{+0^{5}}{13}$ $\frac{-0^{4}}{6}$ $\frac{-0^{2}}{4}$ $\frac{0}{0}$	Earth
+50	$\frac{+25^{8}}{93}$ $\frac{+22^{7}}{68}$ $\frac{+13^{0}}{32}$ $\frac{+10^{6}}{22}$ $\frac{-0^{1}}{12}$ $\frac{-0^{4}}{7}$ $\frac{0}{4}$ $\frac{0}{0}$	Loose Rock & Earth
432	$\frac{+21^{2}}{102}$ $\frac{+15^{8}}{60}$ $\frac{+7^{7}}{20}$ $\frac{0}{12}$ $\frac{-0^{5}}{7}$ $\frac{-0^{5}}{4}$ $\frac{0}{3}$ $\frac{0}{0}$	Earth
+50	$\frac{+18^{5}}{105}$ $\frac{+10^{2}}{75}$ $\frac{+3^{3}}{39}$ $\frac{+0^{6}}{19}$ $\frac{-2^{0}}{14}$ $\frac{-0^{7}}{7}$ $\frac{-0^{5}}{4}$ $\frac{0}{3}$ $\frac{0}{0}$	Earth
431	$\frac{+15^{7}}{90}$ $\frac{+10^{6}}{74}$ $\frac{-0^{5}}{38}$ $\frac{-2^{5}}{27}$ $\frac{-1^{4}}{10}$ $\frac{0}{3}$ $\frac{0}{0}$	Earth
+50	$\frac{+10^{7}}{86}$ $\frac{+2^{1}}{55}$ $\frac{-0^{1}}{45}$ $\frac{-1^{7}}{41}$ $\frac{-1^{9}}{25}$ $\frac{-3^{0}}{14}$ $\frac{-0^{8}}{7}$ $\frac{0}{3}$ $\frac{0}{0}$	Earth
430+10	$\frac{+8^{6}}{85}$ $\frac{+3^{7}}{71}$ $\frac{-0^{8}}{60}$ $\frac{-0^{8}}{47}$ $\frac{-1^{8}}{22}$ $\frac{-3^{0}}{12}$ $\frac{0}{3}$ $\frac{0}{0}$	Earth
429+75	$\frac{+5^{8}}{91}$ $\frac{+0^{8}}{83}$ $\frac{-0^{1}}{67}$ $\frac{-1^{1}}{53}$ $\frac{-2^{7}}{20}$ $\frac{-3^{2}}{15}$ $\frac{-1^{3}}{13}$ $\frac{0}{3}$ $\frac{0}{0}$	Earth -

+25	$\frac{+6^{6}}{80}$ $\frac{+5^{6}}{56}$ $\frac{+2^{9}}{32}$ $\frac{+0^{5}}{25}$ $\frac{+0^{4}}{10}$ $\frac{-0^{1}}{5}$ $\frac{0}{0}$	Earth-
436	$\frac{+9^{8}}{60}$ $\frac{+8^{3}}{19}$ $\frac{+1^{3}}{14}$ $\frac{-0^{2}}{4}$ $\frac{0}{0}$	Earth-
+50	$\frac{+24^{8}}{90}$ $\frac{+23^{6}}{54}$ $\frac{+19^{7}}{29}$ $\frac{+3^{0}}{15}$ $\frac{-0^{6}}{7}$ $\frac{0}{4}$ $\frac{0}{0}$	Rock
435 +15	$\frac{+29^{1}}{84}$ $\frac{+27^{3}}{60}$ $\frac{+22^{6}}{28}$ $\frac{+3^{3}}{15}$ $\frac{-0^{7}}{7}$ $\frac{-0^{6}}{4}$ $\frac{-0^{2}}{4}$ $\frac{0}{0}$	Rock-
+75	$\frac{+27^{3}}{96}$ $\frac{+19^{7}}{36}$ $\frac{+17^{3}}{28}$ $\frac{+0^{7}}{12}$ $\frac{-0^{8}}{7}$ $\frac{-0^{7}}{5}$ $\frac{0}{3}$ $\frac{0}{0}$	75%-80% Rock
434 +35	$\frac{+16^{3}}{94}$ $\frac{+9^{0}}{59}$ $\frac{+4^{0}}{27}$ $\frac{+2^{0}}{22}$ $\frac{+1^{0}}{18}$ $\frac{-1^{3}}{9}$ $\frac{-0^{6}}{7}$ $\frac{-0^{5}}{5}$ $\frac{-0^{2}}{4}$ $\frac{0}{0}$	Earth-
43 +95	$\frac{+12^{9}}{95}$ $\frac{+7^{6}}{59}$ $\frac{+0^{6}}{14}$ $\frac{-0^{7}}{11}$ $\frac{-0^{6}}{5}$ $\frac{0}{3}$ $\frac{0}{0}$	Earth-
+50	$\frac{+16^{0}}{81}$ $\frac{+6^{3}}{33}$ $\frac{+5^{3}}{27}$ $\frac{+1^{4}}{14}$ $\frac{-0^{8}}{10}$ $\frac{-0^{5}}{4}$ $\frac{0}{3}$ $\frac{0}{0}$	Earth
433-	$+27^{5}$ $+24^{3}$ $+16^{8}$ $+12^{0}$ $+8^{3}$ $+0^{5}$ -0^{4} -0^{2} 0	Earth

- MIRABEL PARK -

Plotted - 10/22/15 - Gee.

- MIRABEL PARK -

- X-Sections For Prop. Road Change -

9-28-15 W.T.R. {W.J. Andrews - / G.L. Berry -

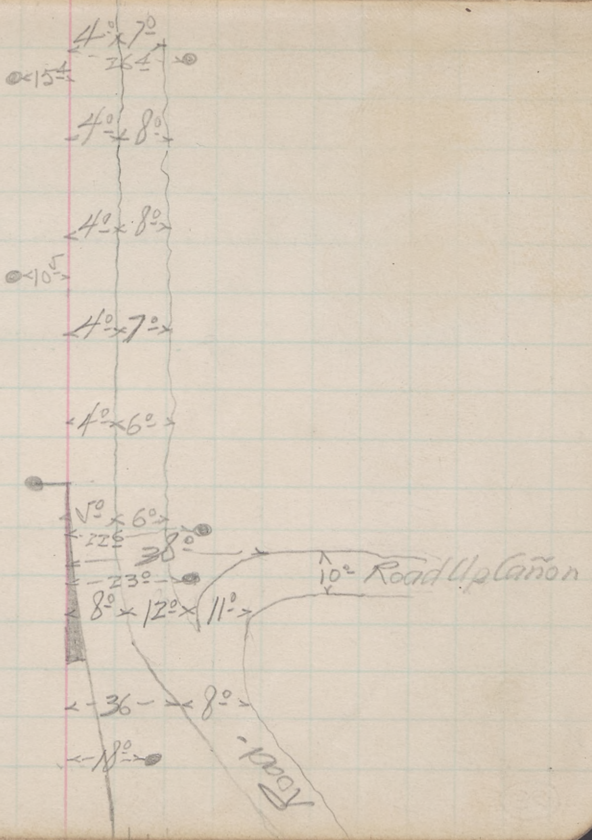
438 Road Ele. = -6^{3}

+50 Road Ele. = -4^{4}

437 +10 Road Ele. = -2^{6}

436 +65 $\frac{+5^{8}}{100}$ $\frac{+0^{9}}{69}$ $\frac{-0^{3}}{64}$ $\frac{-0^{4}}{48}$ $\frac{-1^{0}}{32}$ $\frac{-1^{8}}{12}$ $\frac{-0^{8}}{5}$ $\frac{-0^{2}}{4}$ $\frac{0}{0}$

	+50	
	+36.3	Power Pole-
	+25.2	Tel. Pole
729		
	+50	
	+32.3	Tel. Pole-
728		
	+50	
	+03.8	P.S. E. Switch at Rionido
727	+84.2	Tel. Pole
	+72	E. Edge of Road-
	+67.7	Power Pole-
	+50	
726		
25	+70.7	Tel. Pole



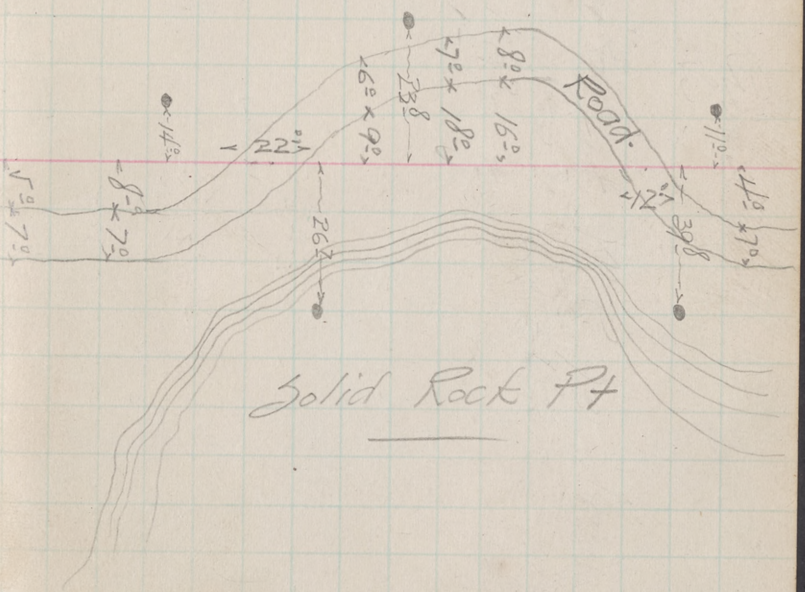
733	+ 88.1	Tel. Pole –
	+ 72.5	Power Pole
	+ 55.3	
	+ 25	
732	+ 72.0	Tel. Pole
	+ 50	
	+ 38.6	Power Pole –
	+ 18.6	
731	+ 70.1	Tel. Pole –
	+ 50	
730		

RIONIDO EAST –

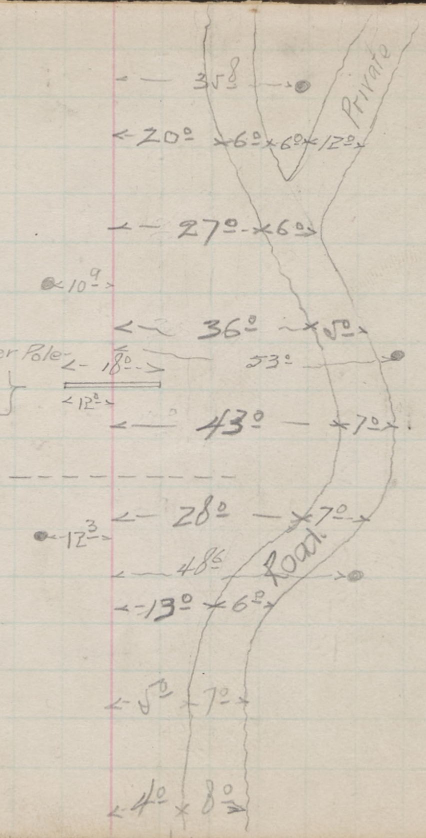
Location of Road & Rd. Xings –

For Proposed New Gates –

W.T.R. {W.J.A. 16.L.B 9-28-15



+31^{8}	Power Pole
737	
+50	
+35^{7}	Tel. Pole -
736	
735+99^{3}	C.C. 4° Lt. Reral State -
+50	
+16^{3}	3" Pipe Line - Rionido H_2O Supply -
735	
+63^{1}	Tel. Pole
+50^{5}	Power Pole
+50	
734	
733+50	



	$+39^{7}$	
	$+38^{8}$	2nd Fence Intersection 33^{7} Out.
	$+37^{0}$	Fence - Intersection
740		
	$+60^{9}$	Tel. Pole -
	+50	
739		
	$+82^{1}$	Power Pole -
	+55	
	+50	
	$+03^{7}$	Tel. Pole
	$+03^{5}$	Cor. of Gate -
738		
	$+88^{3}$	Angle In 2nd Fence -
	$+86^{8}$	Beg. of R. of W. Fence -
	+50	

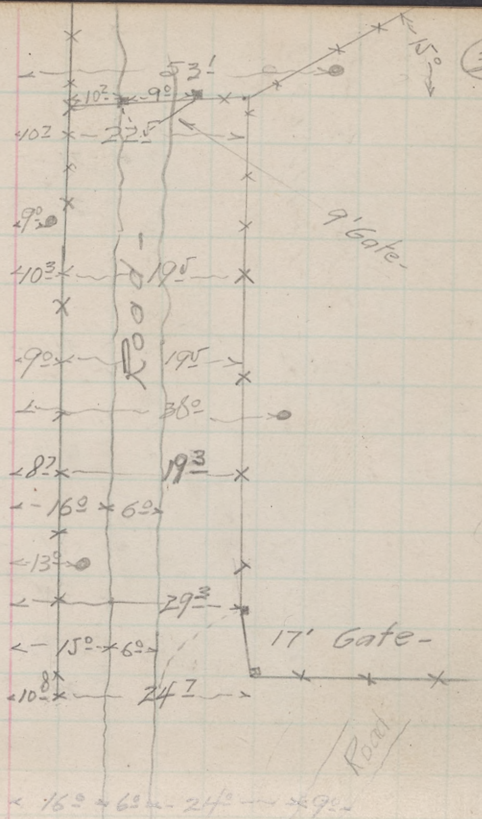
Plotted 10/1/15 F.ee

– RIONIDO EAST –

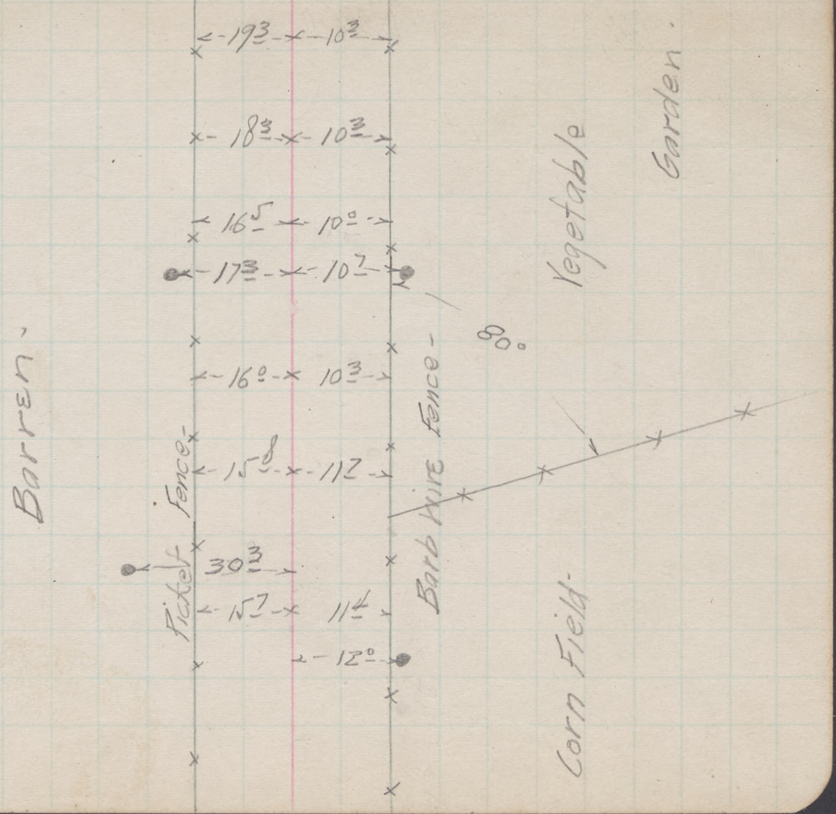
Location of Road & Rd. Xings For Proposed New Gates -

N.T.R. – { W.S.A. / G.L.B. }   9-28-15 -

See Pages #13, 14, & 16

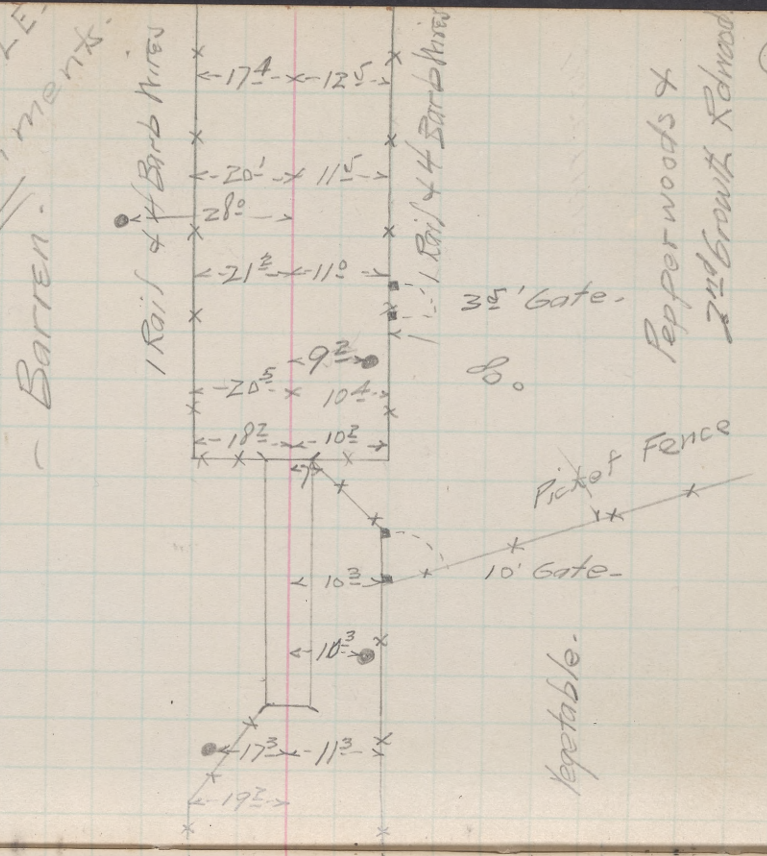


764		
+50		
763		
$+96^{3}$	Tel. Pole & Power Pole-	
+50		
762		
$+95^{0}$	Fence Line	
$+75^{2}$	Power Pole-	
+50		
$+41^{2}$	Tel. Pole.	
$761+03^{6}$	C.C. 6° Rt	Reval. Stake

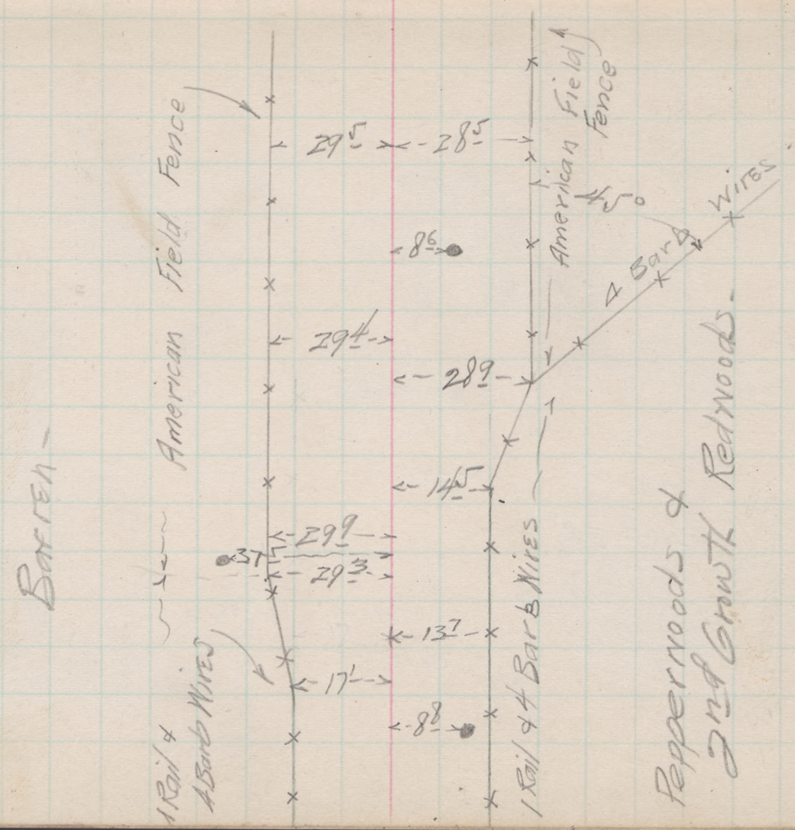


767		
	+50	
	$+02^{0}$	Power Pole-
766-		
	$+97^{5}$	N.E. Gate-
	$+75^{4}$	Tel. Pole-
	+50	
	$+32^{6}$	E.E.-72-C.
65		
	$+76^{8}$	Fence Line & N.E. Gate-
	+50	
	$+42^{8}$	Tel. Pole-
	$+31^{1}$	N.E. 72-C. Open Deck Pile Trest.
	$+25^{9}$	Power Pole-
	$+19^{9}$	Angle In Fence

Rionido-Guerneville. Encroachments.
Fence.

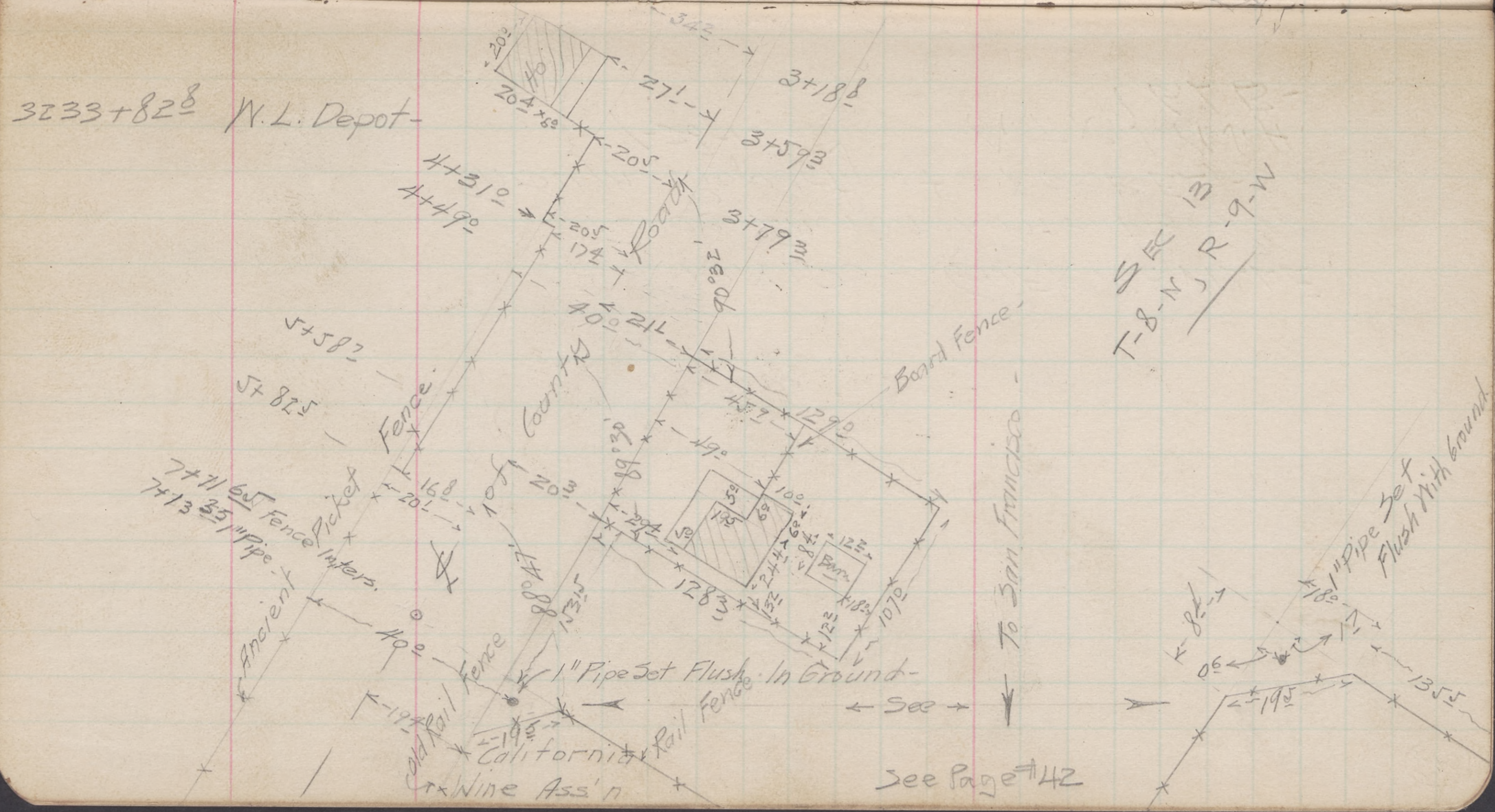


769		
	$+75^{3}$	Tel. Pole-
	+50	
	$+39^{5}$	Bend In Fence
	$+02^{0}$	Bend In Fence
768	$+88^{2}$	Power Pole-
	$+71^{8}$	Bend In Fence-
	+50	
	$+41^{4}$	Bend In Fence - on Lt.
767	$+25^{3}$	Tel. Pole



RIONIDO - GUERNEVILLE
Fence Encroachments
Through Property of KORBEL -
9-28-15

H.T.R. { W.S.A.
G.L.B -


3233+82.8
W.L. Depot-
3+18.8
3+59.3
4+31.0
4+49.0
Road
3+79.3
5+58.2
5+82.5
County
Board Fence-
Sec 13
T-8-N, R-9-W
Fence.
Ancient Picket Fence
7+71.65 Fence Inters.
7+73.35 1" Pipe-
Barn
To San Francisco
1" Pipe Set Flush With Ground
1" Pipe Set Flush In Ground-
Old Rail Fence
Rail Fence
California Wine Ass'n
See
See Page #42

-WINDSO

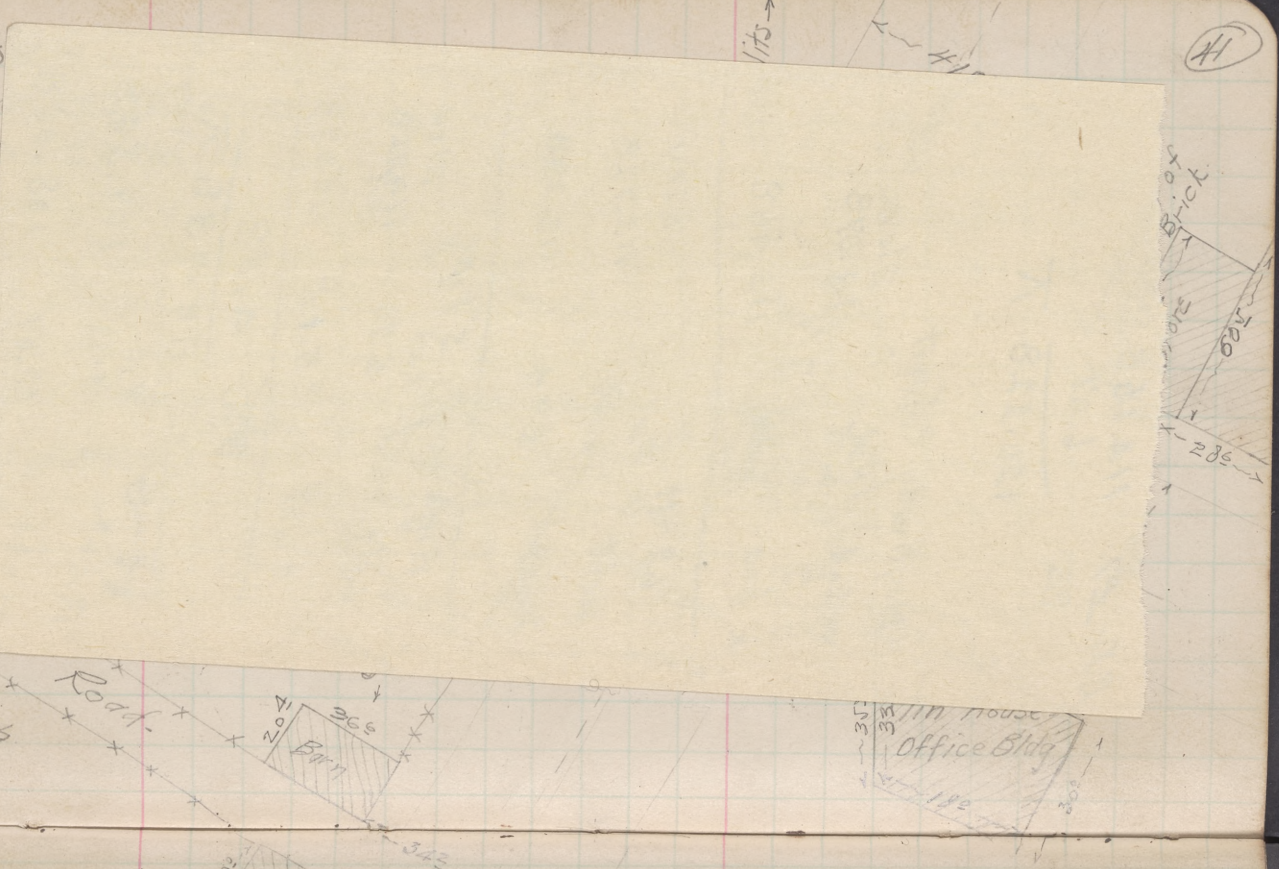
CHECK OF STAT

10-28-15 Y

3237+10.7 Se

3236+92.2 P.I.

3235+80.9 P.S.



B.M. El. 114.158
BS 6.07
120.228 ⊼

Highway Culvert

	Rod	Elev
W. End	6.15	114.078
E End	6.76	113.468

62 H

	Rod	Elev
Left	6.50	113.728
Right	6.94	113.288

Highway 3" Pipe

	Rod	Elev
Left	5.50	114.728
Right	5.15	115.078

BS. 4.58
118.738 ⊼

62 G

	Rod	Elev
Right	9.19	109.548
Left	10.67	108.068

California Wine Ass'n

See Page #142

3233+82.8

Pipe Set Flush With Ground

-WINDSOR-

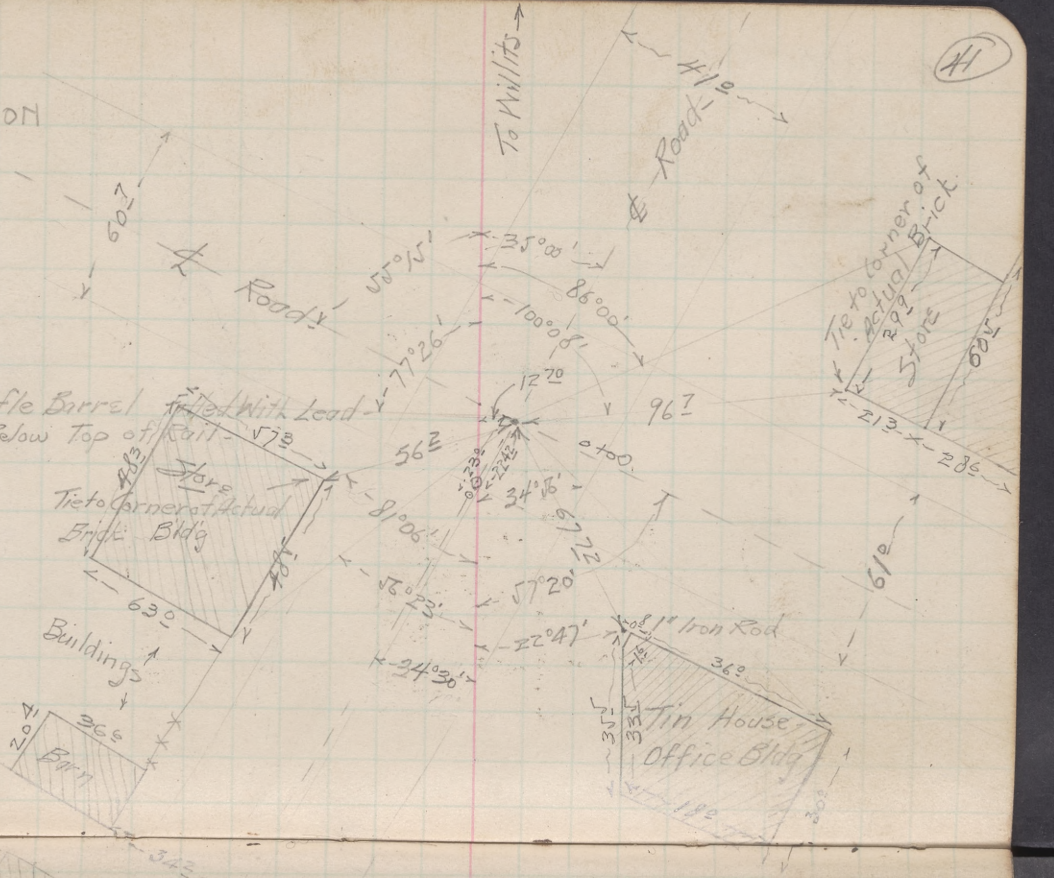
CHECK OF STATION RESERVATION

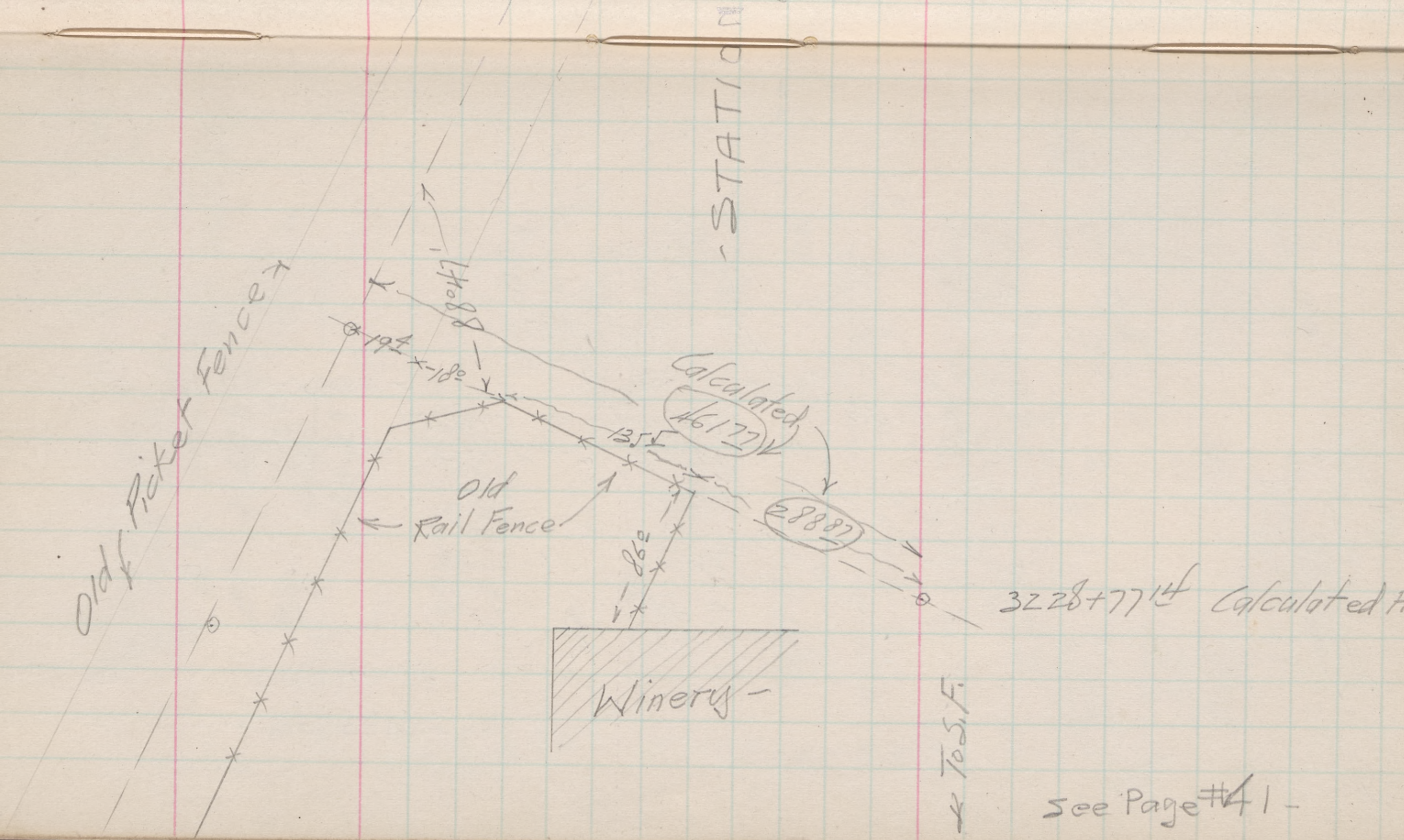
10-28-15 W.T.R. & W.J.A.

3237+10.7 Section Corner - {Rifle Barrel filled With Lead - 3" Below Top of Rail -

3236+92.3 P.I. ℄ of Road -

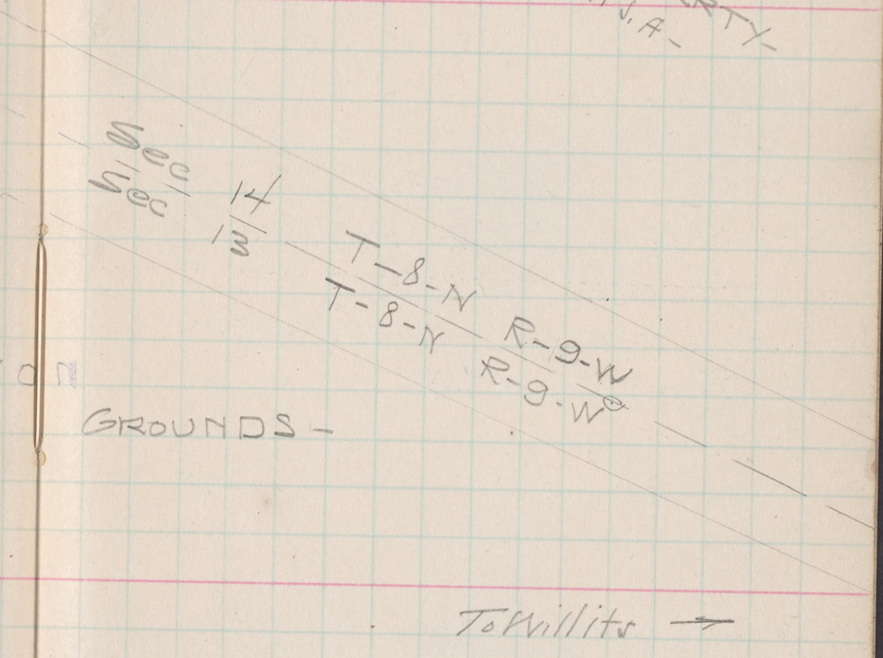
3235+80.9 P.S




Old Picket Fence
19.4
18°
88°47'
-STATIO
Calculated
46177
135
28887
Old
Rail Fence
86°
Winery-
3228+77 1/4 Calculated P.I.
To S.F.

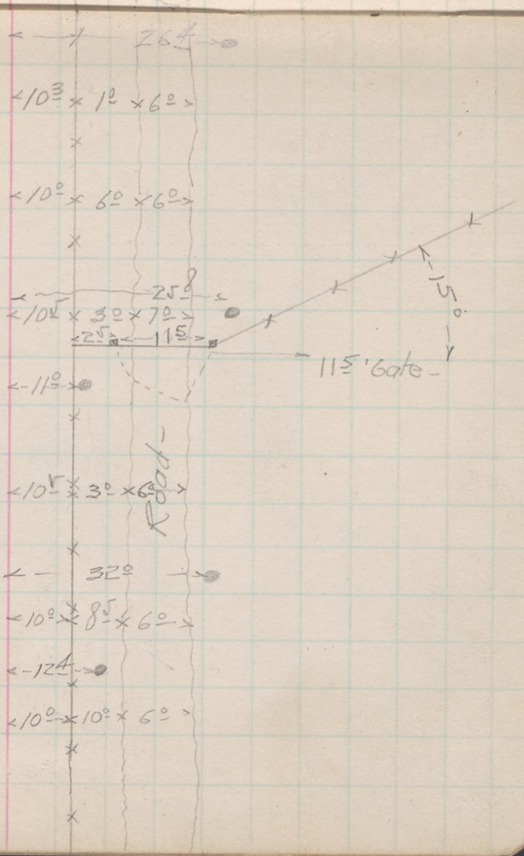
See Page #41 -

WINDSOR -
CHECK OF STATION
RESERVATION PROPERTY -
10-28-15 - W.T.R. & W.J.A. -



+77'	Power Pole -
+50	
743	
+50	Power Pole -
+48.2	Fence & Gate -
+45.7	Tel. Pole -
742	
+50.6	Power Pole -
+50	
+22.6	Tel. Pole -
741	

RIONIDO - GUERNEVILLE ROAD, POLE & FENCE DATA -
11-3-15 M.T.R. M.D. Paine -
See Pages #38 & #39.



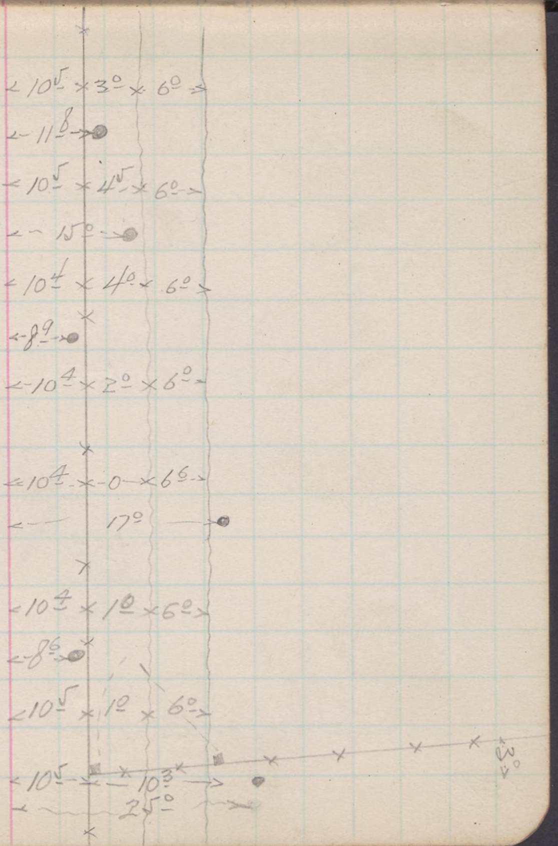
753+51.3 E.C. = 253+49.0 Reval.

+50		10.4 × 2.5 × 6.0
747		10.6 × 4.0 × 6.0
+77.6	Tel. Pole Guy Line 5.0 Clearance-	10.5
+50		11.0 × 3.0 × 6.0
+35.2	Power Pole-	29.3
746		10.5 × 2.5 × 6.0
+50		10.2 × 2.5 × 6.0
+46.2	Tel. Pole-	11.0
+10.7	Power Pole-	27.5
745		9.7 × 3.0 × 7.0
+91.3	Fence-22.3' Out-	22.3
+50		9.8 × 2.0 × 6.0
+26.2	Power Pole-	27.8
744		10.3 × 1.5 × 6.0
+97.6	Tel. Pole-	10.2
+77.1	Power Pole-	26.4

5.0

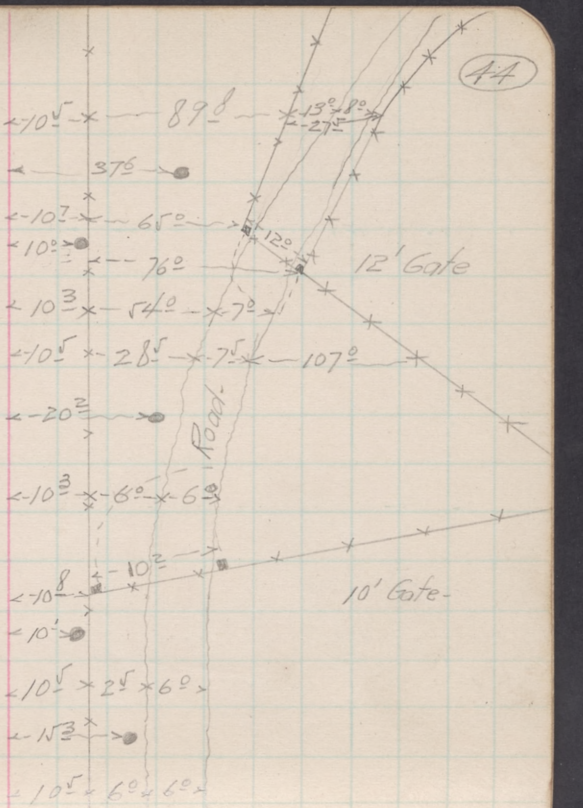
Road

751	
$+71^{8}$	Tel. Pole-
+50	
$+26^{0}$	Power Pole-
750	
$+61^{6}$	Tel. Pole-
+50	
749	
$+98^{0}$	Power Pole
+50	
$+34^{4}$	Tel. Pole-
748	
$747+67^{0}$	Fence Intersection & Power Pole-



	$+40$	
754	$+03^{4}$	Power Pole-
	$+79^{3}$	Fence Corner-
	$+76^{9}$	Tel. Pole-
	$+75^{4}$	Fence Inters.
	$+50$	
753		
	$+84^{9}$	Power Pole-
	$+50$	
	$+24^{3}$	Fence Intersection -
	$+23^{5}$	Tel. Pole
752		
	$+55^{0}$	Power Pole
	$+50$	

RIONIDO - GUERNEVILLE
ROAD - FENCE & POLE DATA -
11-3-15 W.T.R.
M.D. Paine -
See Page #38 & #39.



Station	✓								
729+10		$\frac{0}{0}$	$\frac{-0.3}{4}$	$\frac{-0.7}{14}$	$\frac{+6.0}{16}$	$\frac{+9.0}{33}$	$\frac{+22.6}{52}$	$\frac{+41.5}{67}$	$\frac{+53.0}{82}$
+75	✓	$\frac{0}{0}$	$\frac{+0.1}{3}$	$\frac{-0.3}{4}$	$\frac{+0.1}{12}$	$\frac{+3.4}{19}$	$\frac{+21.0}{37}$	$\frac{+25.8}{54}$	$\frac{+46.3}{83}$ ✓
728+35		$\frac{0}{0}$	$\frac{+0.1}{4}$	$\frac{0}{13}$	$\frac{+22.7}{18}$	$\frac{+25.3}{44}$	$\frac{+27.4}{50}$	$\frac{+45.5}{75}$	
+80	✓	$\frac{0}{0}$	$\frac{+0.6}{11}$	$\frac{+1.9}{16}$	$\frac{+11.6}{23}$	$\frac{+15.7}{30}$	$\frac{+32.5}{50}$	Same Slope For 30' Vertical	
+50	✓	$\frac{0}{0}$	$\frac{+0.2}{4}$	$\frac{+1.4}{10}$	$\frac{+4.6}{15}$	$\frac{+10.7}{27}$	$\frac{+33.4}{50}$	$\frac{+43.9}{54}$	$\frac{+45.7}{65}$ $\frac{[illegible]}{80}$
727+20	✓	$\frac{0}{0}$	$\frac{+0.4}{12}$	$\frac{+7.4}{19}$	$\frac{+20.8}{28}$	$\frac{+23.2}{35}$	$\frac{+26.1}{47}$		
+80		$\frac{0}{0}$	$\frac{+0.2}{4}$	$\frac{+0.1}{14}$	$\frac{+6.3}{15}$	$\frac{+8.0}{19}$	$\frac{+8.2}{26}$	$\frac{+7.0}{33}$	
726+50		$\frac{0}{0}$	$\frac{+0.5}{6}$	$\frac{+0.2}{16}$	$\frac{+2.3}{18}$	$\frac{+1.3}{24}$	$\frac{+1.5}{33}$		

- RIONIDO -

Additional X-Sections At Rocky Point
See Data Taken By M.H. Wilson
See Pages 37, 38 And 43, 44.
11-3&4-15 W.T.R.
M.D. Paine.

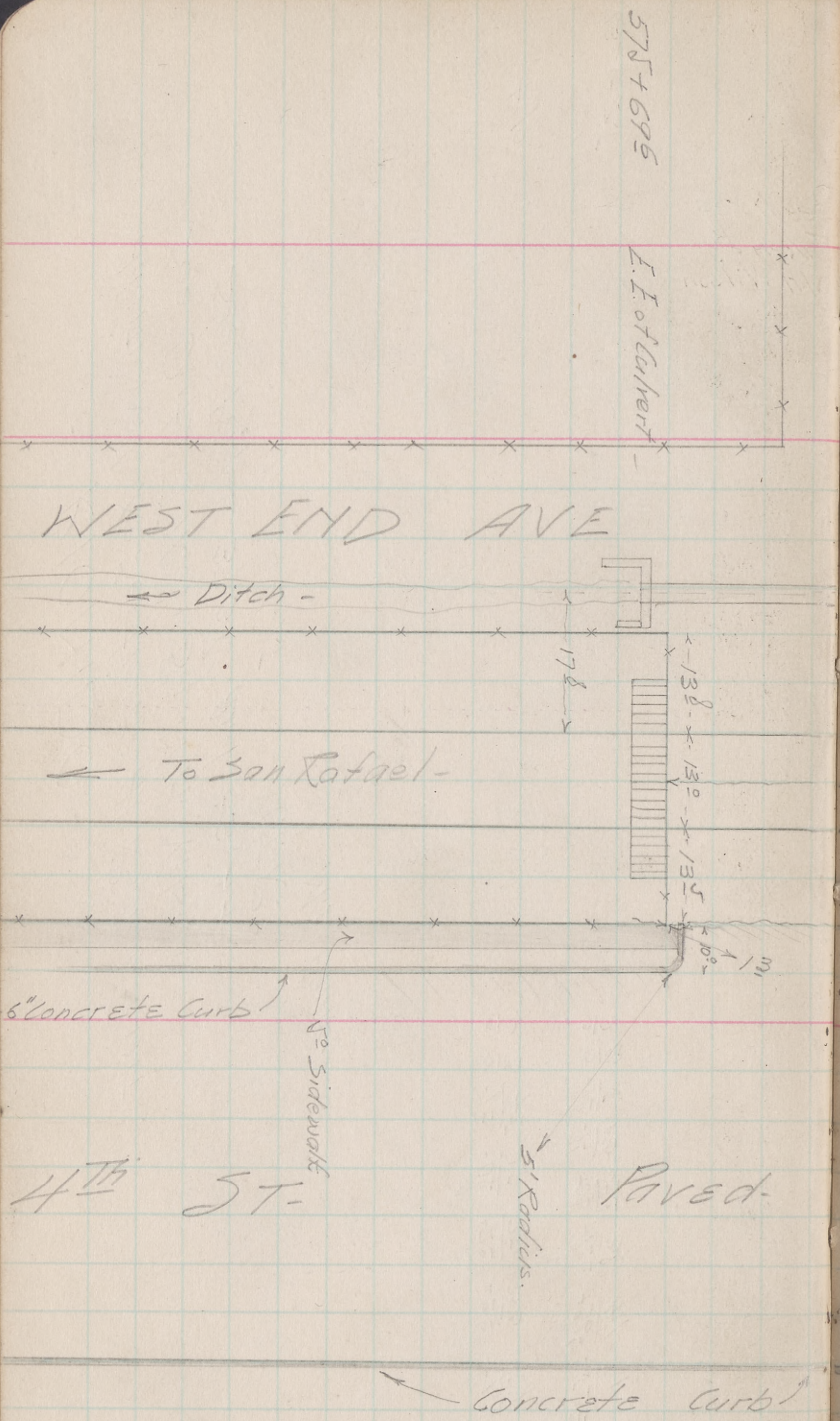
+90

734+25 1

See Notes Taken By M.H. Wilson

$\frac{0}{0}$ $\frac{0}{3}$ $\frac{-1^2}{4^5}$ $\frac{-0^8}{15}$ $\frac{+2^6}{25}$ $\frac{+2^6}{33}$ $\frac{+15^8}{57}$

$\frac{0}{0}$ $\frac{0}{3}$ $\frac{-1^0}{5}$ $\frac{-1^1}{13}$ $\frac{+0^6}{22}$ $\frac{+12^6}{38}$ $\frac{+36^1}{49}$ $\frac{+52^2}{81}$


575+69.6
E.E. of Culvert
WEST END AVE
Ditch
17.8
13.8
13.0
13.5
To San Rafael
6" Concrete Curb
5' Sidewalk
10.0
13
5' Radius
4TH ST.
Paved.
Concrete Curb

-SAN RAFAEL-

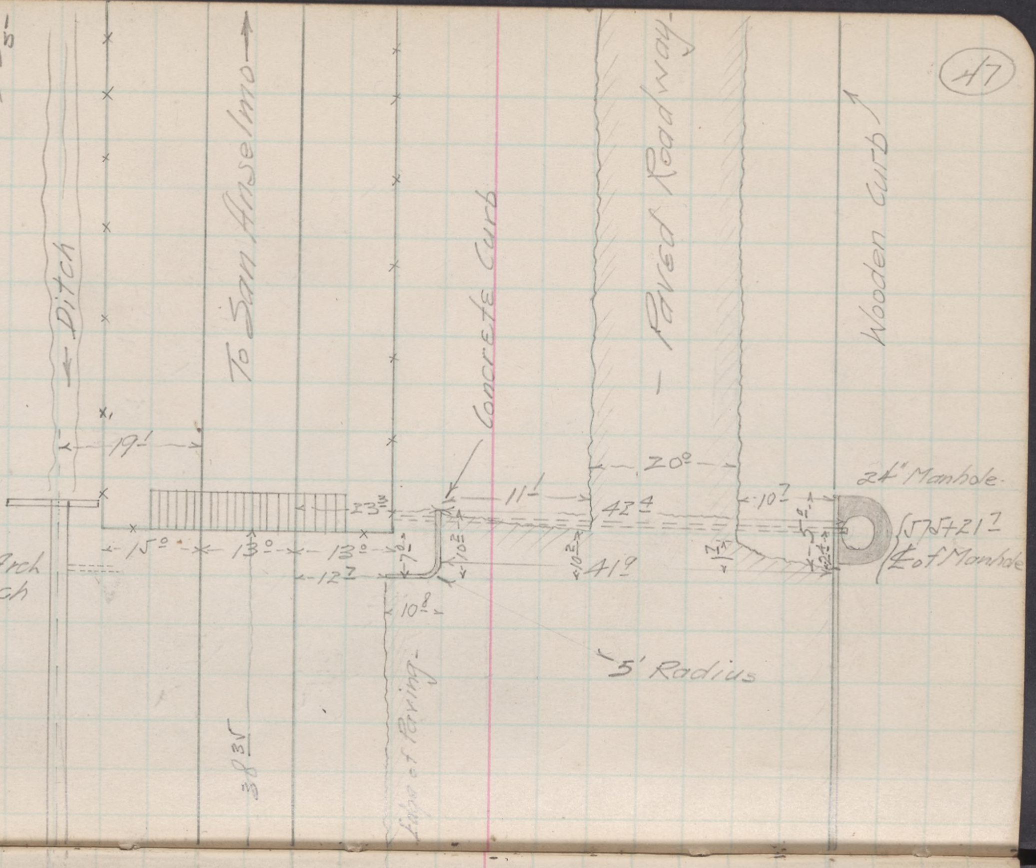
Drainage Data At
4th St & West End Ave-
See Page 48

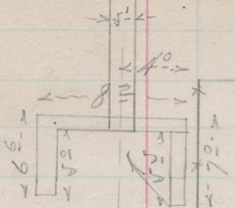
Revised Fee 11/9/15

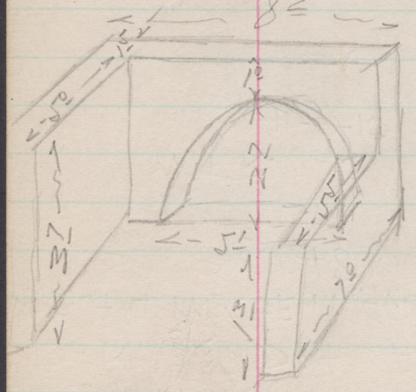
W. T. R.

11-6-15

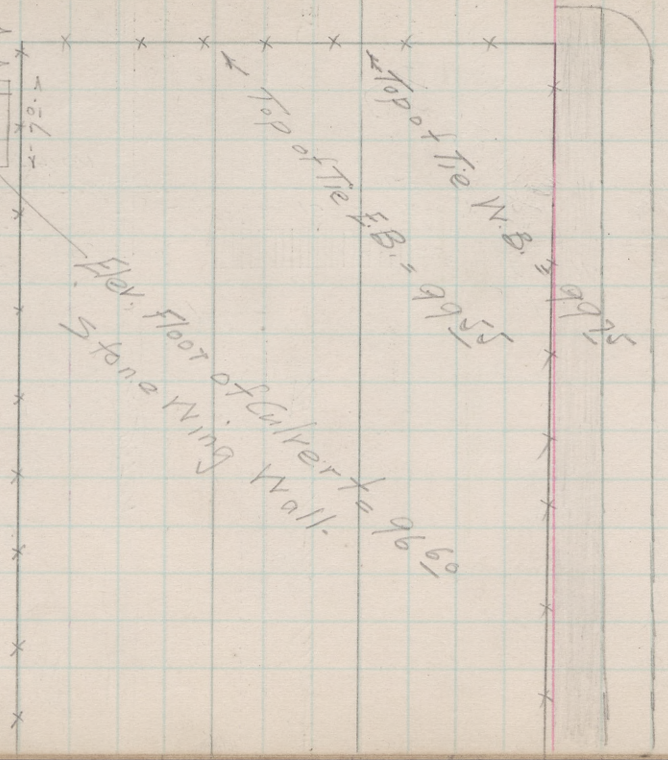
575 + 20.8 W.E. of Culvert-
575 + 26.0 E.L. Cat. Gd- 17-H
575 + 27.1 {12"X12" Box Entering Arch
{Bottom of Box = Bottom of Arch






8'
5'
7'

East End-


Top of Tie W.B. = 99.75
Top of Tie E.B. = 99.55
Elev. Floor of Culvert = 96.60
Stone Wing Wall.

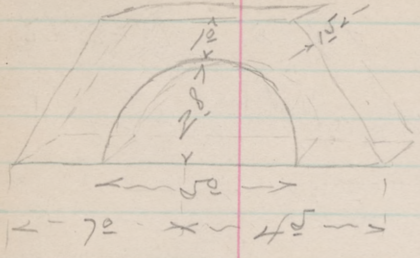
457

— SAN RAFAEL —

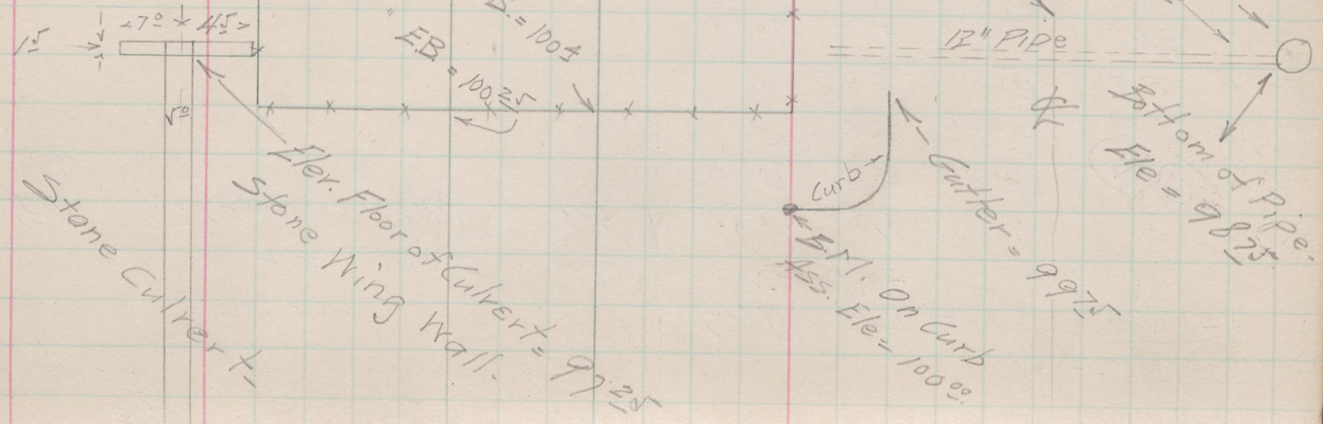
Elevations Around Intersection Of 4th St And West End Ave —

11-6-15 — W.T.R.

M.D. Paine —



W. End-



					Cutoffs 5' From ℄			
				Grade	Left		Right	
7+20	" #2							
7+02.8	Old Face Back Wall							
2707+05	Approx W.E. 74-B.							
⊙	4.12	102.64	4.16		98.52			
2705+83.4	E.C.	(Approx-E.B'lk'hd)	4.16	98.48				
5+68.5	Bent #6	(Old E.E. = 5+66.6)		98.51	7.00	95.64	6.85	95.79
5+53.5	" #5		0.20	98.54	7.00	95.64	6.70	95.94
5+38.5	" #4			98.57	7.01	95.63	6.56	96.08
5+23.5	" #3			98.60	7.02	95.62	6.42	96.22
5+08.5	Bent #2			98.63	6.99	95.65	6.39	96.25
4+93.5	Approx. W.E. 74-A (Old W.E. = 4+86.0)			98.66	6.96	95.68	6.36	96.28

74-A

4+47.54 C.C. 12°30' Lt

Super – Elevation 0.15 Ft Per 30' Feet

2703+87.54 B.C. T-4

— MONTE RIO —

CUT OFFS ON TRESTLES 74 "A" & "B"

11-8-15 W.T.R. & W.J.A.

Tie = 5 75"

Stringer = 16 75"

Cap = 11 50"

Top of Tie To Cutoff = 34 00" = 2 83 Ft.

B.M.		2.98	102 98	100 00	{Track Spike In Top of Stump 10' Rt of Sta 2707+04
8+42 8	Old B'lkh'd East End				
2708+40	Approx-E.E. 74-B				7.33 95 65 Cutoff
8+25	" #9				
8+10	" #8				
7+95	" #7				
7+80	" #6				
7+65	" #5				
7+50	" #4				
7+35	#3				

74-B

Top of Tie = 98 48

Level

FREIGHT ENGINE OFF.

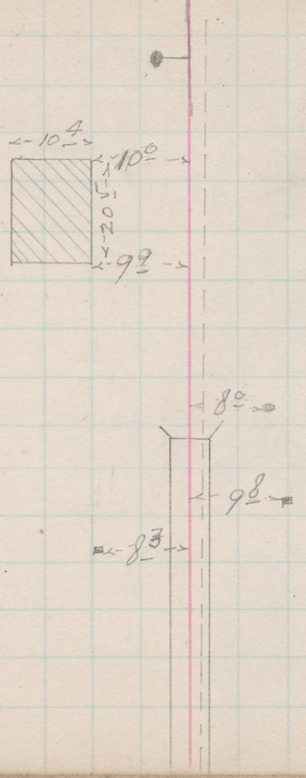
CAPE HORN

DERAILMENT SURVEY - NOV. 29 - 1915 -

STA.		GAGE.		DISTANCE TRUE ℄ from low RAIL
7029+00				
28+50				
28+00		4.72	4'8 5/8"	2.36
27+50				
27+00		4.73	4'8 3/4"	2.38
26+50				
26+00		4.73	4'8 3/4"	2.74
25+80.3	E.C.	4.72	4'8 5/8"	2.87
25+50.3	T4	4.73	4'8 3/4"	2.98
25+20.3		4.74	4'8 7/8"	2.47
25+05.3	CC	4.79	4'9 3/8"	2.25
24+75		4.77	4'9 1/4"	2.25
24+50		4.77	4'9 1/4"	2.26
24+25	15° Ct.	4.76	4'9 1/8"	2.27
24+00		4.77	4'9 1/4"	2.38
23+75		4.77	4'9 1/4"	2.40
23+50		4.76	4'9 1/8"	
23+25		4.74	4'8 7/8"	
23+00	P.O.C.			

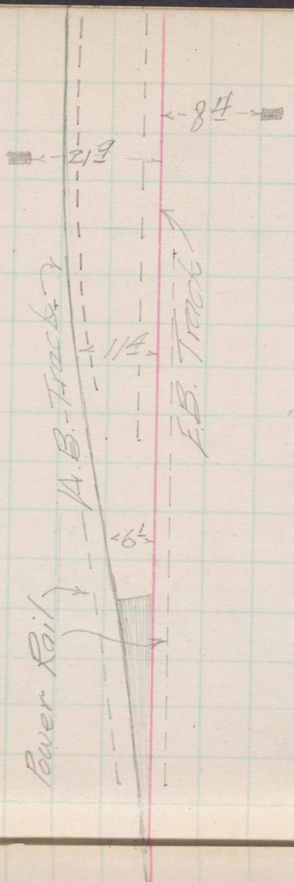
ELEV.	LEVELS. LOW. RAIL.			-HIGH-RAIL		SUPER. ELEV-	
88.20	14.12			=		0	
89.08	13.24	.88		=			
89.94	12.38	.86		=			
90.79	11.53	.85		=			
91.53	10.79	.74		=			
92.53	9.79	1.00		=			
93.49	8.83	.96		=		0	
94.12	8.20	.63	94.12	8.20		0	
94.81	7.51	.69	94.90	7.42	.78	.09	1 1/8"
95.52	6.80	.71	95.77	6.55	.87	.25	3"
PT. DERAILMENT. 95.85	6.47	.33	96.09	6.23	.32	.24	2 7/8"
96.65	5.67	.80	96.90	5.42	.81	.25	3"
97.19	5.13	.54	97.48	4.84	.58	.29	3 1/2"
97.73	4.59	.54	98.02	4.30	.54	.29	3 1/2"
98.22	4.10	.49	98.48	3.84	.46	.26	3 1/8"
98.59	3.73	.37	98.89	3.43	.41	.30	3 5/8"
98.96	3.36	.37	99.27	3.05	.38	.31	3 3/4"
99.34	2.98	.38	99.67	2.65	.40	.33	3 7/8"
99.68	2.64	.34	100.00	2.32	.33	.32	3 7/8"

+59^{6}	End Power Rail Rt
+59^{4}	P.S.
691	
+65^{8}	W. Line Bridge Tender's House
+50	
+20^{4}	Miniature Signal
+17^{3}	E.E. Trestle Draw Approach 14-C.
+16^{3}	Private Way Sign
690+15^{4}	Drawbridge Semaphore



PRIVATE WAY
EXCLUSIVELY FOR TRAINS
ALL PERSONS FORBIDDEN TO
TRESPASS HEREON

+24.5	Insulated Jt W.B. Tr. on Outside Rail
+23.0	Block Signal - 14.8
+21.7	Block Signal - 14.7
+07.2	Insulated Jt. W.B. Tr on Inside Rail
+07.9	End of Power Rt on Rt
+04.5	End of Power Rail W.B. Track On Lt
93	
+97.1	Beg. Power Rail W.B. Tr. Bet Tracks?
+96.2	Beg. Power Rail E.B. Tr. On Lt
+50	
+37.6	P.F. # 10
+12.2	Insulated Jt In 2nd Track On Lt
+01.1	Insulated Jt. In 2nd Track On Rt
92	
+74.7	Beg. Power Rail Both Sides



- GREENBRAE -
LOCATION OF SIGNALS, WARNINGS, ETC.
1-3-16 - W.T.R. { G.L.B. / W.A.A.

696

+63^{3} = Reval. Curve Stake 695+53^{3} C.C. F-2

+50

+32^{9} Drawbridge Sign

695

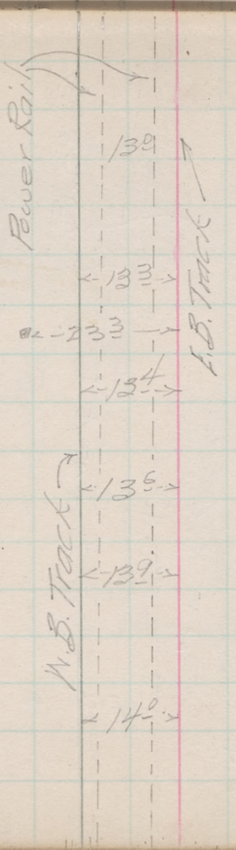
+50

94

+50^{4} Insulated Jt. EB. Tr. on Lt

+50

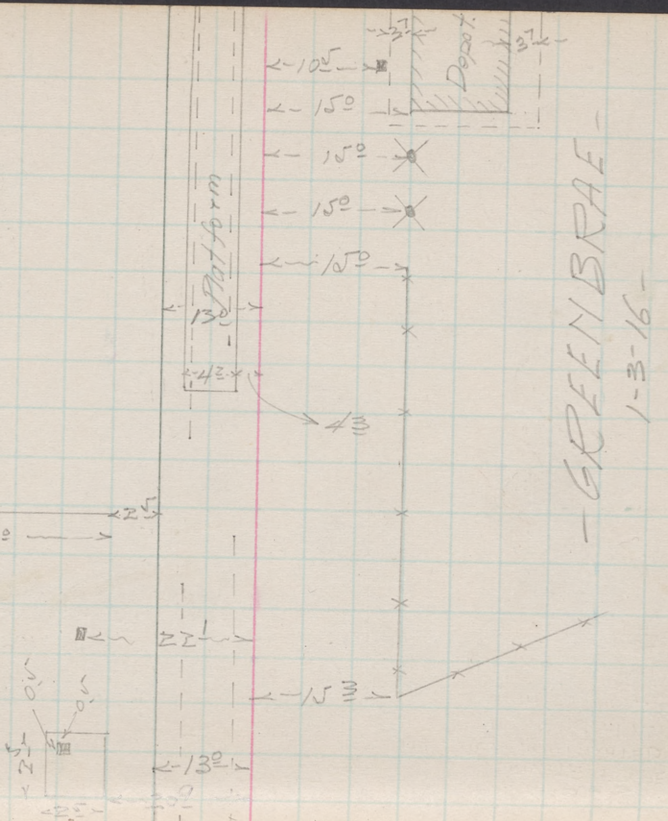
693+32^{9} Insulated Jt. EB. Tr. on Rt



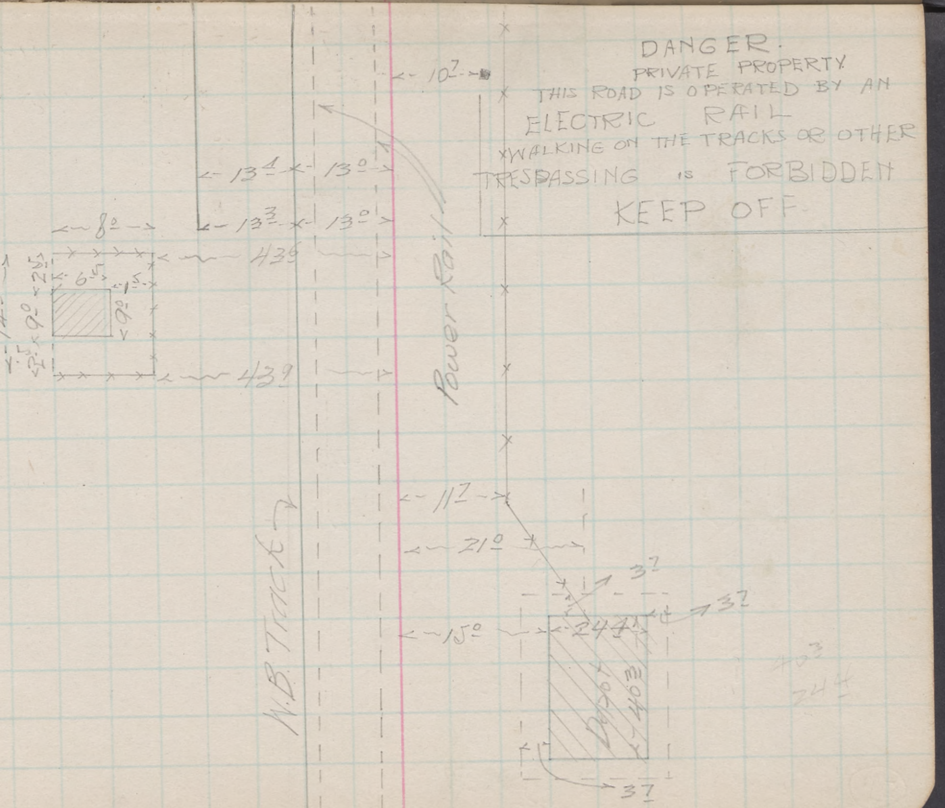
DRAW
1000 FT
BRIDGE

+26.9 Tel. Pole -
+25.9 W.L. Depot - +16.2 Diff = -9.7
+24.4 Turnstile -
+20.5 Turnstile
+18.0 End Fence

697
+91.8 Beg. Power Rail E.B. Tr. Bet. Tracks.
+90.8 W.L. Platform -
+90.5 Beg. Power Rail W.B. Tr. Bet. Tracks.
+67.8 Insulated Jt W.B. Tr. Ins. Rail
+64.2 ℄ Milk Can Track.
+60.4 End Power Rail E.B. Tr.
+60.1 End Power Rail W.B. Tr.
+57.5 "Preliminary" Sign
+52.3 Fence On Rt
+51.6 Insulated Jt W.B. Tr. Out. Rail.
+50
+45.7 W.L. Box Holding Mail Crane.



$+62^{2}$	Danger Sign -
$+61^{3}$	End Platform -
+50	
$+02^{0}$	End of Spur -
99	
$+74^{4}$	W.L. Toilets
+50	
$+48^{8}$	Δ In Fence -
698	
+50	
$697+25^{9}$	W.L. Depot



$+18^{1}$ Preliminary Sign-
$+08^{5}$ Insulated St. On Lt E.B. Track
$+05^{5}$ P.F. #10 In W.B. Track-

2

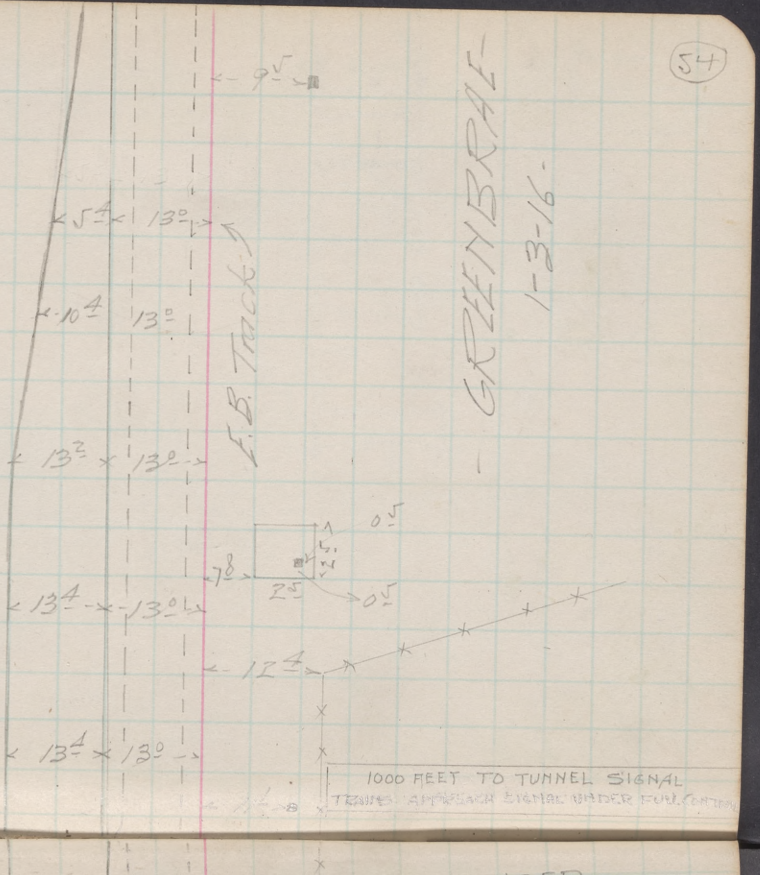
$+50$
$+38^{4}$ Insulated St In. Rail of Spur-
$+17^{4}$ Insulated St Out. Rail Of Spur-

701

$+64^{7}$ W.L. Mail Crane Platform
$+50$
$+44^{6}$ Corner Fence-

700

$+94^{2}$ Tunnel Sign



5

+50

4

Water Running Thru Fill

+54² About 12"x24" Culvert - Both End Block 14-D

+50

3

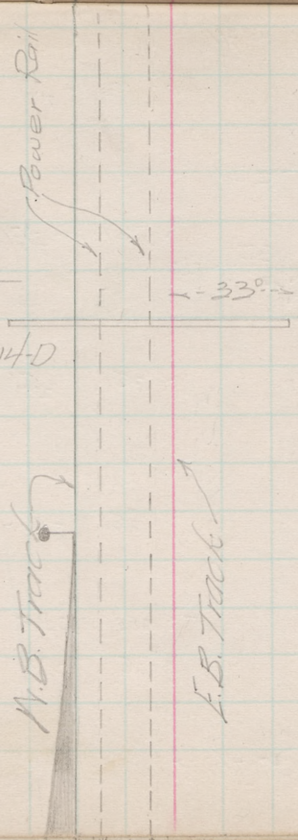
+84² P.S. Of Spur In W.B. Track-

+50

+45⁰ Insulated Jt Out. Rail Spur-

+30⁴ Insulated Jt In. Rail Spur-

702+25⁰ Insulated Jt Rt Rail E.B. Tr.



710

$+92^{9}$ Block Signal 15.0

+50

9

+50

$+39^{4}$ 24"x24" Box Cul. 15-A

8

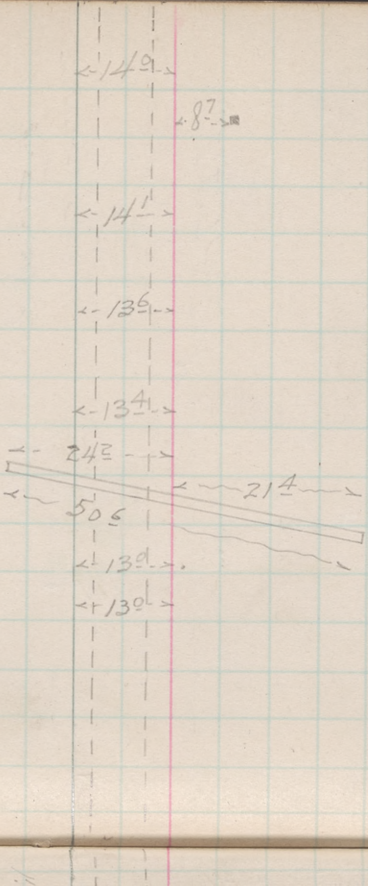
+50

7

+50

6

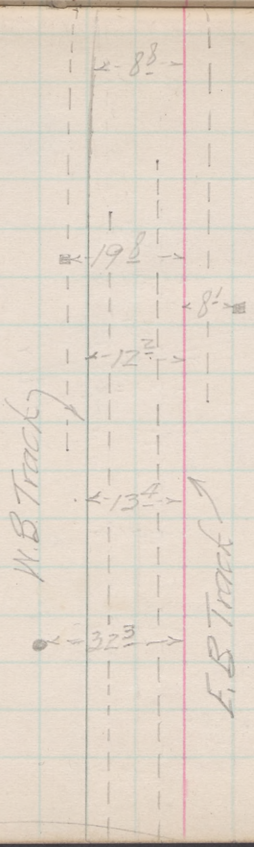
+50



— GREENBRAE —

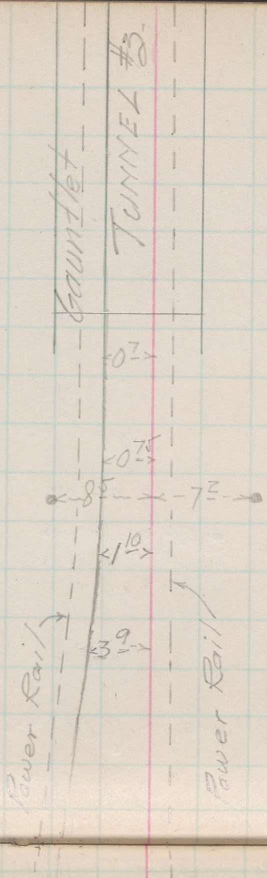
1-3-16

+50	
+07^{5}	End E.B. Power Rail Bet. Track-
+05^{5}	End Power Rail Bet. Tracks W.B. Tr.
+02^{2}	Contact Rail Switch Box On Lt.
+01^{5}	Contact " Switch Box On Rt
711	
+98^{5}	Beg. Power Rail On Rt of E.B. Track-
+97^{6}	Beg. Power Rail Outside of W.B. Tr.
+50	
+33^{9}	Ins. Jt. Lt. Rail E.B. Track-
+28^{0}	Ins. Jt. Out. Rail W.B. Track-
+23^{6}	Signal Box On Lt. On Pole-
+17^{7}	Ins. Jt. Rt Rail E.B. Tr.
710 +12^{9}	Ins. Jt. Inside Rail W.B. Tr.



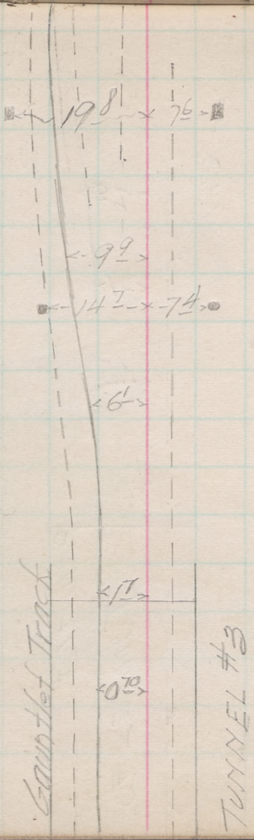
56

$+69^{5}$	Line of W. Portal Tunnel #3
+50	
713.	
$+68^{8}$	Tunnel Warning "Telltale"
+50	
$+15^{8}$	Reval. Curve Stake $712+05^{7}$ C.C. 3°
712	
$+96^{4}$	Ins. Jt. In. Rail W.B. Tr.
$+90^{1}$	P.F. # 10 Gauntlet Frog
$+65^{1}$	Ins. Jt. In. Rail W.B. Tr.



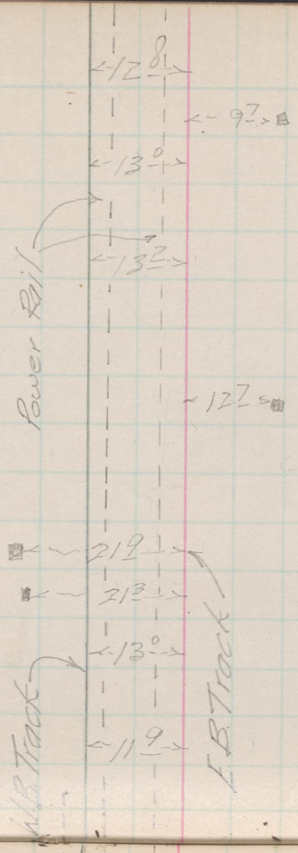
- GREEN BRAE -
Location of Signals, Warnings, Etc.
W.TR. { W.J. Andrews / G.L. Berry -
1-3-16

6+49^{0}	~~+83~~	End of E.B. Power Rail On Rt
+48^{2} 6+~~49^{8}~~	~~+78^{7}~~	Contact Rail Switch Boxes-
6+~~41^{6}~~ +40^{1}	~~+70^{5}~~	Beg. E.B. Power Rail Bet Tracks
6+~~38^{6}~~ +37^{2}	~~+67^{5}~~	Beg. W.B. Power Rail Bet Tracks-
6+21^{6}	~~+50^{1}~~	
5+79^{6}	~~+09^{9}~~ ~~5+80^{1}~~	Telltale-
5+73^{2}	~~+02^{0}~~ ~~5+74^{1}~~	Ins. Jt. Lt Rt E.B. Tr.
~~726~~ 5+71^{1}		
~~+86^{2}~~	+57^{3}	P.F. Gauntlet Frog #10
~~+80^{1}~~	+51^{2}	Ins. Jt In Lt Rail E.B. Track.
5+21^{1} ~~+50~~		
~~+06^{9}~~ ~~724~~	+78^{0}	Line E. Portal Tunnel #3
~~725~~ 4+71^{1}		



731+90^7 729+70^7 +02^5

729	8+65^1	
8+19^1	~~+53^2~~	"San Rafael 1 Mile" Sign
8+16^6	~~7+50~~	
728	7+67^4	
~~+61^1~~ +57^6	~~+90^0~~	Ins. Jt. Lt Rail E.B. Tr. 706
~~+49^2~~ +45^9	~~+78^1~~	Ins. Jt Rt Rail E.B. Tr.
~~+44^4~~ +41^2	~~+73^3~~	Block Signal N.4
~~+41^0~~ +37^8	~~+69^9~~	Ins. Jt Outside Rail W.B. Tr.
~~+40^5~~ +37^3	~~+69^4~~	Ins. Jt. In. Rail W.B. Tr.
~~+42^6~~ +39^3	~~71^4~~	Block Signal N.3
7 ~~+33^5~~ +30^6	~~+62^4~~	Signal Switch Box
7+18^3	+50	
6+69^1	~~727~~	
+49^3	~~+81^6~~	End of W.B. Power Rail Outside



EAST END TUNNEL #3

Location of Signals, Warnings, Etc.

W.T.P. / W.J. Andrews / G.L. Berry

1-3-16

~~723~~ 2+62^{4}

2 ~~+50~~ +12^{4}

~~722~~ 1+62^{4}

721+53^{1} ~~721+90^{1}~~ Reval. Curve Stake. E.C. Pick Up.

31 ~~+50~~ +12^{4}

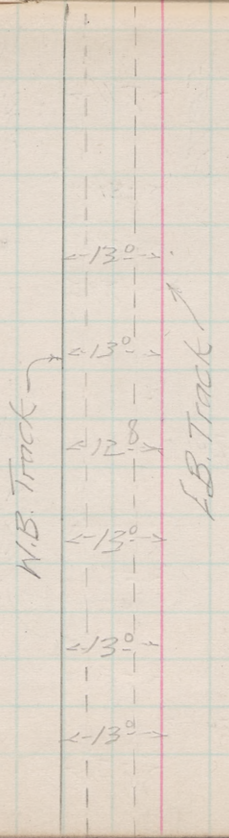
~~731~~ 30+62^{4}

730+13^{2} ~~+50~~

9+67^{5} ~~+02^{5}~~ Reval. Curve Stake 729+70^{7} C.C. 8° Lt

~~730~~ 9+64^{0}

~~729+50~~ +14^{9}



EAST END TUNNEL #3

LOCATION OF SIGNALS, WARNINGS, ETC.

1-3-16 N.T.R. / W.J.A. / G.L.B.

739 + ~~744~~ 9+03^{1} W. L. Schuetzen Park Depot

7+42^{0} +81^{2} Tunnel 1000 Ft Sign

7+37^{2} ~~+76~~^{4} Danger Sign

+50 7+11^{3}

737 +00 6+61^{4}

~~+50~~ 6+11^{1}

~~736~~ 5+61^{9}

5+12^{2} ~~+50~~

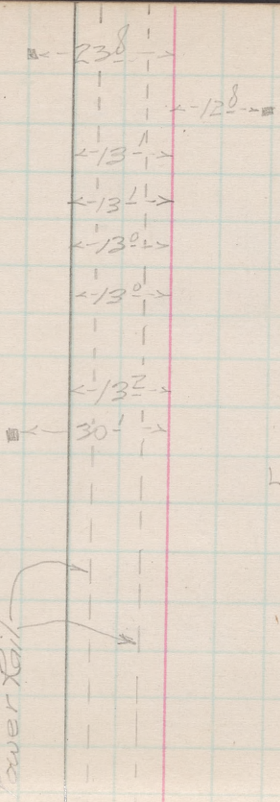
5+01^{5} ~~+39~~^{3} Drawbridge Warning

~~735~~ 4+62^{4}

~~+50~~ 4+12^{4}

~~734~~ 3+62^{4}

+ ~~50~~ 3+12^{4}



See Page 54
See Page 54

ONE MILE TO
DRAW BRIDGE
LOOK OUT FOR SIGNALS

Station	Location									
+50				$\frac{3^{5}}{-4^{5}}$	$\frac{24^{2}}{X}$	$\frac{13^{5}}{-4^{3}}$	$\frac{9}{-1^{0}}$	$\frac{6}{-1^{0}}$	$\frac{4}{0^{3}}$	$\frac{0}{0}$
391			$\frac{3^{5}}{+3^{4}}$	$\frac{24^{1}}{X}$	$\frac{24}{-2^{9}}$	$\frac{13}{-3^{1}}$	$\frac{9^{5}}{-1^{5}}$	$\frac{7^{5}}{-1^{3}}$	$\frac{5}{0}$	$\frac{0}{0}$
+50			$\frac{50}{+6^{0}}$	$\frac{21^{4}}{X}$	$\frac{19^{5}}{+6^{0}}$	$\frac{12^{5}}{+1^{3}}$	$\frac{10}{-1^{4}}$	$\frac{8^{5}}{-1^{4}}$	$\frac{5}{0}$	$\frac{0}{0}$
390	Rocky Pt		$\frac{40}{+8^{6}}$	$\frac{18}{+8^{6}}$	$\frac{17^{9}}{X}$	$\frac{14^{5}}{+8^{3}}$	$\frac{8}{-1^{2}}$	$\frac{7}{-1^{2}}$	$\frac{5}{0}$	$\frac{0}{0}$
+50	Rocky Pt.			$\frac{4^{5}}{+10^{8}}$	$\frac{20}{+10^{6}}$	$\frac{21^{2}}{X}$	$\frac{17^{5}}{+7^{1}}$	$\frac{8}{-1^{3}}$	$\frac{5}{0}$	$\frac{0}{0}$
389			$\frac{33}{+10^{1}}$	$\frac{23^{4}}{X}$	$\frac{23^{5}}{+3^{1}}$	$\frac{19}{+1^{0}}$	$\frac{11}{-1^{6}}$	$\frac{6}{-1^{0}}$	$\frac{4^{5}}{0}$	$\frac{0}{0}$
+50			$\frac{32}{+10^{5}}$	$\frac{22^{9}}{X}$	$\frac{22^{9}}{+2^{9}}$	$\frac{16}{-0^{8}}$	$\frac{12}{-1^{7}}$	$\frac{7}{-1^{2}}$	$\frac{5}{0}$	$\frac{0}{0}$
388		$\frac{37}{+11^{5}}$	$\frac{27}{+11^{4}}$	$\frac{24^{4}}{+8^{0}}$	$\frac{24^{4}}{X}$	$\underline{18}$	$\frac{9^{5}}{-1^{5}}$	$\frac{8}{-1^{3}}$	$\frac{5}{0}$	$\frac{0}{0}$

- KENTFIELD -

CROSS SECTIONS ALONG PROPOSED SPUR -

1-7-16 W.T.R. { W.J.A. / G.L.B. -

Station								
+50	25 / -0^{4}	19 / -0^{1}	18^{8} / X	15 / -1^{4}	11 / $+0^{2}$	7 / -0^{9}	5 / 0	0 / 0
395	30 / -1^{2}	22 / -1^{2}	19^{3} / X	18 / -0^{7}	16 / -1^{5}	13 / -0^{4}	7 / -1^{0}	5 / 0	0 / 0
+50	30 / -2^{5}	20 / -1^{6}	20^{1} / X	13 / -2^{5}	8 / -0^{9}	7 / -0^{9}	5 / 0	0 / 0
394	35 / -3^{0}	21^{0} / X	13 / -3^{3}	9 / -1^{0}	7 / -0^{6}	5 / 0	0 / 0	
+50	35 / -3^{6}	21^{8} / X.	14 / -4^{0}	.9 / -1^{0}	7 / -0^{8}	5 / 0	0 / 0	
393	35 / -3^{7}	25 / -3^{8}	22^{5} / X	12 / -3^{7}	9 / -1^{0}	7^{5} / -0^{9}	5^{5} / 0	0 / 0
+50	35 / -3^{7}	25 / -4^{0}	23^{1} / X	13 / -3^{9}	9 / -1^{2}	7 / -1^{0}	4 / 0	0 / 0
392	25 / -3^{6}	23^{8} / X	13^{5} / -3^{7}	9 / -1^{0}	7 / -1^{1}	4 / 0	0 / 0	
+50	25 / 45	24^{2} / X	13^{5} / [illegible]	9 / [illegible]	6 / [illegible]	4 / [illegible]	0 / [illegible]	

399 $\frac{30}{-5^{7}}$ $\frac{20}{-5^{7}}$ $\frac{13}{-4^{5}}$ $\frac{12^{9}}{X}$ $\frac{9}{-1^{4}}$ $\frac{6}{-0^{7}}$ $\frac{5}{0}$ $\frac{0}{0}$

+50 $\frac{35}{-6^{0}}$ $\frac{25}{-6^{0}}$ $\frac{14^{5}}{X}$ $\frac{15}{-5^{1}}$ $\frac{8}{-1^{4}}$ $\frac{5}{0}$ $\frac{0}{0}$

398+08 $\frac{38}{-1^{2}}$ $\frac{31}{-3^{5}}$ $\frac{26}{-4^{3}}$ $\frac{15}{-4^{1}}$ $\frac{14^{8}}{X}$ $\frac{9^{5}}{-0^{8}}$ $\frac{6}{-0^{7}}$ $\frac{5}{0}$ $\frac{0}{0}$

397+95 $\frac{25}{-0^{1}}$ $\frac{15}{-0^{9}}$ $\frac{14^{8}}{X}$ $\frac{6}{-0^{8}}$ $\frac{5}{0}$ $\frac{0}{0}$

+50 $\frac{25}{0}$ $\frac{15}{-0^{3}}$ $\frac{15^{5}}{X}$ $\frac{13}{-0^{1}}$ $\frac{10^{5}}{-0^{3}}$ $\frac{6}{-0^{8}}$ $\frac{4}{0}$ $\frac{0}{0}$

397 $\frac{16^{4}}{X}$ $\frac{25}{-0^{5}}$ $\frac{16^{4}}{-0^{5}}$ $\frac{14}{-0^{9}}$ $\frac{10}{-0^{1}}$ $\frac{6}{-0^{4}}$ $\frac{5}{0}$ $\frac{0}{0}$

+50 $\frac{25}{-0^{4}}$ $\frac{18}{-0^{3}}$ $\frac{17^{2}}{X}$ $\frac{12}{-1^{1}}$ $\frac{10}{-0^{6}}$ $\frac{6^{5}}{-0^{7}}$ $\frac{5}{0}$ $\frac{0}{0}$

396 $\frac{25}{0}$ $\frac{21}{+05}$ $\frac{18}{+1^{7}}$ $\frac{17^{9}}{X}$ $\frac{14^{0}}{-0^{7}}$ $\frac{12^{5}}{-1^{1}}$ $\frac{11}{-0^{8}}$ $\frac{7}{-0^{4}}$ $\frac{5}{0}$ $\frac{0}{0}$

- KENTFIELD -

CROSS SECTIONS ALONG
- PROPOSED SPUR -

1-7-16 W.T.R. { W.J.A. / G.L.B. }

Plotted Feb al Jan. 1916.

Station								
402	$\frac{35}{+3^{9}}$	$\frac{13}{+2^{0}}$	$\frac{9^{0}}{x}$	$\frac{9}{-1^{2}}$	$\frac{5}{0}$	$\frac{0}{0}$		
+50	$\frac{30}{+5^{0}}$	$\frac{15}{+4^{2}}$	$\frac{8^{9}}{x}$	$\frac{7^{5}}{-1^{1}}$	$\frac{6^{5}}{-1^{1}}$	$\frac{4}{0}$	$\frac{0}{0}$	
401	$\frac{30}{+5^{0}}$	$\frac{19^{0}}{+4^{0}}$	$\frac{13}{+3^{1}}$	$\frac{8^{6}}{-0^{9}}$	$\frac{8^{6}}{x}$	$\frac{6}{-0^{9}}$	$\frac{4}{0}$	$\frac{0}{0}$
+50	$\frac{30}{+4^{2}}$	$\frac{13^{0}}{+3^{1}}$	$\frac{10}{+2^{0}}$	$\frac{9}{-1^{0}}$	$\frac{8^{7}}{x}$	$\frac{8}{-1^{0}}$	$\frac{5}{0}$	$\frac{0}{0}$
400	$\frac{30}{+1^{9}}$	$\frac{13}{+0^{9}}$	$\frac{9^{0}}{x}$	$\frac{9}{-1^{3}}$	$\frac{5}{0}$			
+50	$\frac{29}{3^{1}}$	$\frac{11}{-2^{1}}$	$\frac{11^{0}}{x}$	$\frac{8}{-1^{0}}$	$\frac{6}{-0^{6}}$	$\frac{5}{0}$	$\frac{0}{0}$	
399	30	20	13	12^{9}	9	6	5	0

+50		← 21^{4} →	← 30^{1} →
+19^{3}	Tel. Pole		← 9^{8}
390		← 17^{9} →	← 19^{6} →
+63^{7}	Tel. Pole	10^{0} →	
+50		← 21^{7} →	← 19^{3} →
+18^{9}	Whistle Post	← 9^{0} →	
389		← 23^{4} →	← 18^{9} →
+89^{1}	Tel. Pole		← 9^{8}
+50		← 22^{1} →	← 18^{5} →
388		← 24^{4} →	← 17^{8} →

Plotted N.O.F. Jan. 1916.

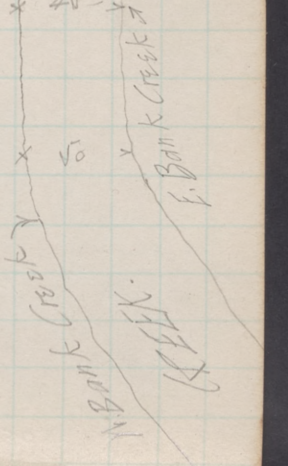
- KENTFIELD -

DATA IN VINCITY OF

- PROPOSED SPUR -

1-7-16 W.T.R. { W.J.A / G.L.B.

Station	Remarks					
$+20^{3}$	Tel. Pole -		10^{2} ●			
394		21^{0}	22^{4}	90	40	
$393+50$		21^{8}	22^{2}	105	40	
$+16^{1}$	Tel. Pole -	● 9^{4}				
393		22^{5}	21^{9}	110	40	
$+83^{3}$	Tel. Pole		10^{4} ●			
$+50$	Dia = 12" 2 Pipes	23^{1}	21^{5}	140	45	
$+23^{7}$	Terra-Cotta Pipes Under County Road - ← 40^{0} →	← 37^{7} →				
$+12^{6}$	24"x36" Rwd Box Culv. 14-A	9^{5}	34^{0}			
392		23^{8}	21^{2}	175	50	
$+50^{0}$		24^{2}	20^{8}			
$+48^{0}$	Tel. Pole on Rt					
$+37^{2}$	Tel. Pole on Lt	10^{0}	10^{3} ●			
391		24^{1}	20^{4}			



+50

$+19^{4}$	Tel. Pole		10^{0}		
$+07^{3}$	Tel. Pole	8^{5}			
398		14^{8}	8^{5}	7	30
+50		15^{5}	8^{0}	6	
$+33^{0}$	LARKSPUR 1-Mile Sign	9^{3}			
397		16^{4}	9^{0}	6	40
$+74^{7}$	Tel. Pole	8^{4}			
$+62^{8}$	Tel. Pole		10^{0}		
$396+58^{0}$	End of Fence Line		24^{6}	4^{0}	40^{0}
+50		17^{7}			
396		17^{9}	24^{0}	40	30
+50		18^{8}	23^{6}	55	30
$+49^{0}$	Tel. Pole		10^{4}		
395		19^{3}	23^{2}	55	30
$+96^{1}$	Tel. Pole	9^{0}			
394+50		20^{1}	22^{0}	60	30
$+42^{1}$	36" Eucalyp Tree	24^{6}			

Creek

KENTFIELD
DATA IN VICINITY OF
PROPOSED SPUR
N.T.R. (W.J.A. (G.L.B.
7-16

Clear to Guy = 6^{0}

Station	Description	W.B. Track ℄	E.B. Track	Topo ✗ Bank	W. Bank Creek	East Bank Creek
$+16^{9}$	Tel. Pole-		← 11^{7} → ●			
402-		← 9^{0} →	← 12	× 6 →	30	
$+50$		← 8^{9} →	← 14^{5}	× 7 →	30	
$+49^{4}$	Tel. Pole	● ← 8^{0} →				
$+45^{1}$	Whistle Post-		← 9^{0} → ■			
401		← 8^{6} ℄ →	← 11^{0}	× 5 →	30	
$+84^{4}$	Tel. Pole		← 10^{4} ●			
$+50$		← 8^{7} →	← 9^{0}	× 8^{0} →	30	
400		← 9^{0} →	← 9^{0}	× 7^{0} →	30	
$+85^{7}$	36" Eucalyptus Tree-	● ← 11^{3} →				
$+81^{8}$	Tel. Pole-	● ← 8^{2} →				
$+53^{0}$	Tel. Pole		← 10^{0} ●			
$+50$		← 11^{0} →	← 9^{0}	× 5 →	35	
$+02^{4}$	12" Terra Cotta Highway Pipe	← 34^{5} — × ~ 63^{8} →				
399		← 12^{9} →	← 9^{5}	× 6 →	35	
$+50$		← 14^{5} →	← 7^{0}	× 8 →	30	
$+19^{4}$	Tel. Pole-		← 10^{0} ●			
$+07^{3}$	Tel. Pole-	● ← 8^{5} →				

W.B. Track ℄

E.B. Track

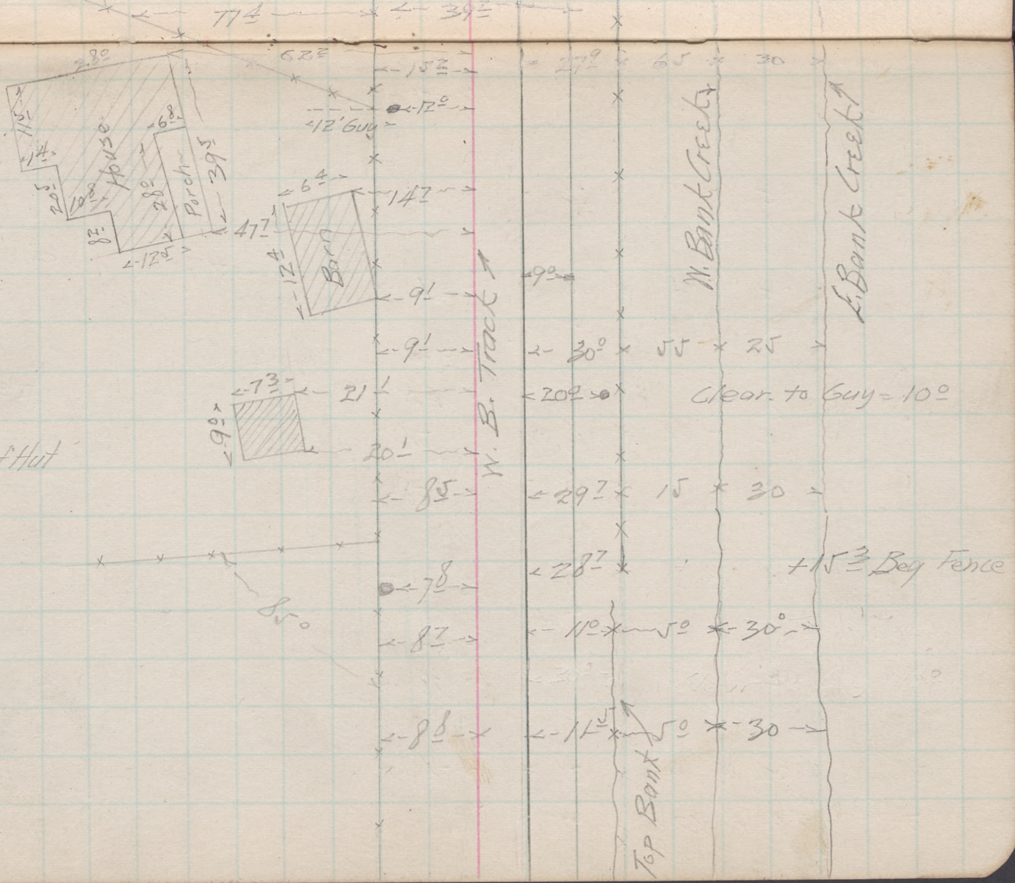
Topo ✗ Bank

W. Bank Creek

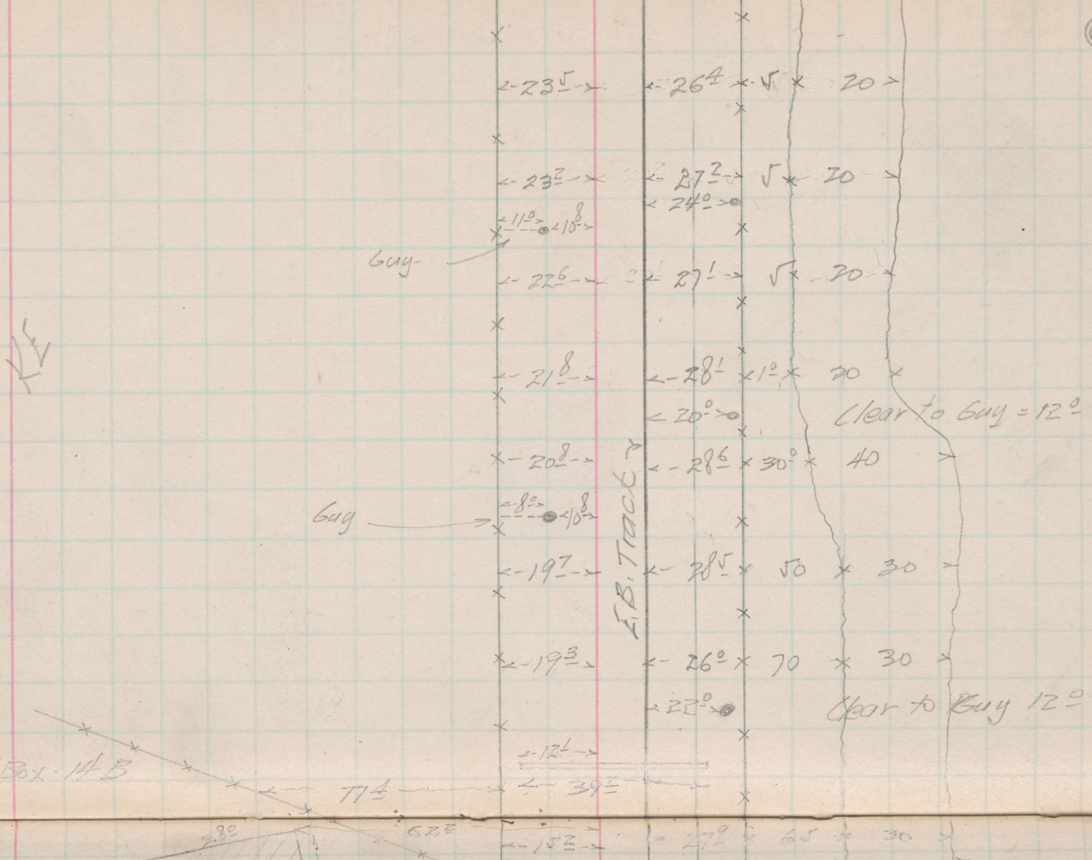
Creek

East Bank Creek

+66	Fence Offset
+50	
+47⁵	Tel. Pole & Fence Cor
+18²	Near W. Cor. Porch
+17⁴	Ross 1 Mile Sign
+07¹	Near W. Cor. Barn
404	
+55⁶	
+53⁵	W. Corner Near Track of Hut
+50	
+04⁷	Fence Corner
+03³	Tel. Pole
403	
402+50	



408	
+50	
$+45^{5}$	Tel. Pole
$+38^{1}$	Tel. Pole
407	
+50	
$+15^{1}$	Tel. Pole
406	
$+94^{0}$	Tel. Pole
+50	
405	
$+96^{6}$	Tel. Pole
$+67^{3}$	36"x36" Rwd Box 14 B
+66	Fence Offset
+50	



[illegible]
1292
657
1314
708
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1372
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1286
72
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589 597

1178 1192

709 28

430

540

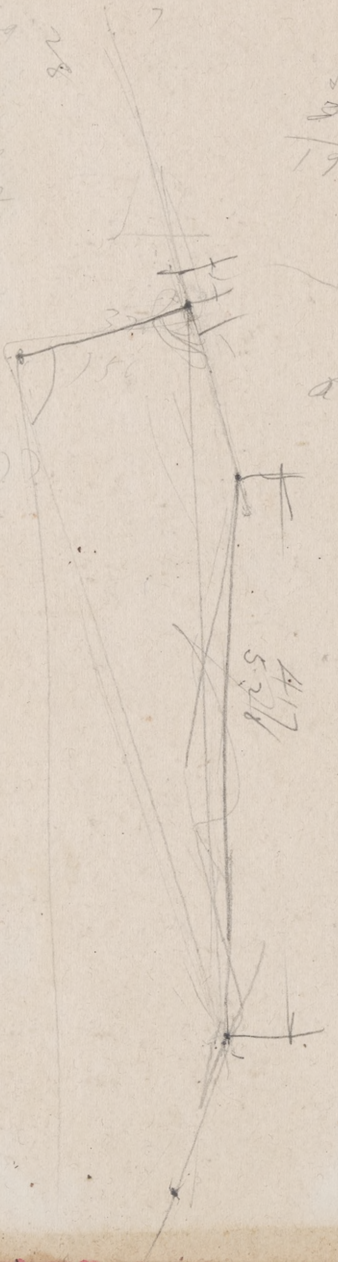
1092

500

450

932

470

555
36
195

Loop o basin